



Wyre Council

Site Allocations Background Paper

September 2017

Abbreviation	Definition
ALC	Agricultural Land Classification: Grade 1 - excellent quality agricultural land Grade 2 - very good quality agricultural land Grade 3 - good to moderate quality agricultural land Subgrade 3a - good quality agricultural land Subgrade 3b - moderate quality agricultural land Grade 4 - poor quality agricultural land Grade 5 - very poor quality agricultural land
AONB	Area of Outstanding Natural Beauty
BHS	Biological Heritage Site – <i>local wildlife sites in Lancashire</i> . See http://www.lancashire.gov.uk/lern/site-designations/local-sites/biological-heritage-sites.aspx
CfS	Wyre council Call for Sites
ELCLS	Employment Land and Commercial Leisure Study
ELS	Employment Land Study
EZ	Enterprise Zone
FP	Footpath
FZ	Flood Zone identified by the Environment Agency. FZ1 – low probability; FZ2 – medium probability; FZ3 – high probability or functional flood plain.
HRA	Habitat Regulation Assessment
HSE	Health and Safety Executive
MSA	Mineral Safeguarding Areas - <i>See the Minerals and Waste Local Plan for Lancashire</i>
MTA	Minded to Approve
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
O/L	Outline Planning Permission
PP	Planning Permission
PPG	Planning Practice Guidance
PROW	Public Right of Way
Ramsar	The Convention on Wetlands, called the Ramsar Convention
R/M	Reserved Matters Planning Permission
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Appraisal
SHMA	Strategic Housing Market Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order

Table of Contents

1	Introduction.....	3
2	Spatial Context.....	3
3	Evidence Base Drivers.....	5
4	Engagement.....	7
5	Allocations and Supporting Infrastructure.....	8
6	Site Allocation Process.....	9
6.1	Introduction.....	9
6.2	Sustainability Appraisal.....	11
6.3	Habitat Regulation Assessment (HRA).....	11
6.4	Viability.....	12
6.5	SA1 Residential, SA2 Mixed Use Allocations and SA4 Hillhouse Technology Enterprise Zone.....	12
6.6	SA2 Employment, SA3 Mixed Use Allocations and SA4 Hillhouse Technology Enterprise Zone.....	21
6.7	Hillhouse Technology Enterprise Zone.....	29
6.8	SA5 Port of Fleetwood.....	30
6.9	SA6 Travelling Showpeople Site.....	30
6.10	SA7 Brockholes Employment Expansion Site.....	32
	Appendix 1 - Residential and Mixed Use Allocations – Proposed Supporting Infrastructure.....	34
	Appendix 2 – Residential, Employment and Mixed Use Allocations (planning status summary).....	36
	Appendix 3 - Allocations by Settlement and Planning Status as of 31 st March 2017.....	38
	Appendix 4 – Allocations by Settlement.....	49
	Appendix 5 – Reasonable Alternative Options Considered.....	97
	ANNEX A – A6 Review.....	102
	ANNEX B – Fylde Coast GTAA technical note.....	103

1 Introduction

This document is part of the Wyre Local Plan evidence base. The Wyre Local Plan covers the whole of the borough (including that covered by the Forest of Bowland Area of Outstanding Natural Beauty designation) and is the first local plan to be published in the borough since 1999.

The purpose of this document is to describe the rationale behind site allocations identified in the local plan. It describes the nature of the constraints that have been a major influence on the site allocation process, the influence of technical work carried out to inform the local plan and the factors taken into account in deciding the final allocations. Those site allocation policies addressed by this paper are:

- SA1 Residential Development
- SA2 Employment Development
- SA3 Mixed Use Development
- SA4 Hillhouse Technology Enterprise Zone
- SA5 Port of Fleetwood
- SA6 Travelling Showpeople Site
- SA7 Brockholes Employment Expansion Site

2 Spatial Context

The geography of Wyre and the movement network (road/rail) establishes a physical context for the overall local plan strategy and site allocation process.

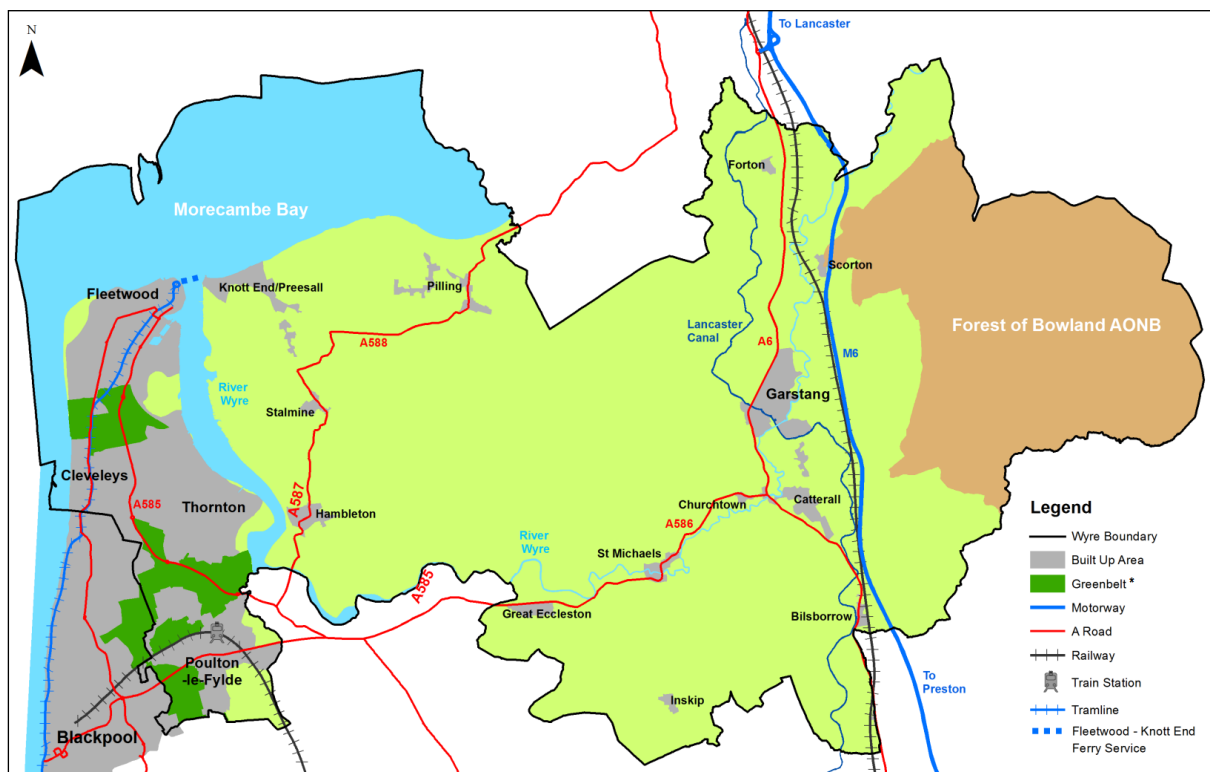
Wyre is bounded by the sea along parts of its western and northern boundaries. It is characterised by a distinct geographical polarity, with the urban concentration situated in the west of the borough, and a large expanse of rural area to the East, including the Bowland Fells Area of Outstanding Natural Beauty (AONB). The River Wyre forms a significant feature within the landscape and enters Morecambe Bay at Fleetwood, having originated in the Bowland Fells uplands.

The urban area west of the River Wyre is on a peninsula situated facing Morecambe Bay, and is comprised of the coastal towns of Fleetwood, Thornton and Cleveleys, and to the south, further inland, the market town of Poulton-le-Fylde. The main rural settlement is the market town of Garstang. Other key rural centres of service provision and population are Knott End/Preesall, Hambleton, Great Eccleston and Catterall. The A585 links the borough's main urban peninsula towns to junction 3 of the M55, but this is a single-carriageway road and at peak times is heavily congested along certain sections. The A587/A588 provide an alternative route between the Peninsula and Lancaster to the north and links a number of the borough's

rural settlements in the west of the rural part of the borough. The A6 runs through the eastern end of the borough connecting Wyre (especially Garstang and Catterall) to the M6 and Preston to the south and the M6 and Lancaster to the north.

Public transport provision includes a network of bus routes connecting residents to destinations within the borough and beyond including Blackpool, Lancaster and Preston. Some settlements do not have access to a bus (for example, Scorton and Calder Vale) and for many rural settlements there is a limited or no weekend and evening service.

Train services (as at 31st March 2016) in the area are very good to Blackpool and Preston from Poulton-le-Fylde (Wyre’s only station). The west coast main line cuts through the eastern end of the borough adjacent to the M6, but there are no stations on this stretch of the railway.



The implications for this physical context for the process of allocating land for development are as follows:

- The peninsula locations are constrained by the proximity of the coast and Wyre Estuary. They are relatively heavily urbanised – particularly Fleetwood - compared to rural Wyre and as such offer relatively fewer opportunities for further development.
- The upland area to the east is an Area of Outstanding Natural Beauty (AONB) and the villages within it are relatively remote from main movement networks. This significantly limits development potential.

- Flood risk is a significant issue within both peninsula and rural locations. This impacts on the choices available to meet development needs.
- There is a constrained road network with relatively limited route choices and congestion pinch points.

3 Evidence Base Drivers

The local plan has been informed by an extensive evidence base which has played a direct role both in framing the overall strategy and in guiding site allocations. Key points to note are:

1. Residential allocations are informed by an overall Objectively Assessed Need (OAN) figure of 479 dwellings p.a. as set out in the Strategic Housing Market Assessment (SHMA). This translates to 9,580 dwellings over the plan period 2011 – 2031.
2. Employment allocations are informed by an overall Objectively Assessed Need of 43ha of employment land as set out in the Employment Land Study (ELS).
3. The Wyre Green Belt Study recommended that three parcels of land be considered for removal from the Green Belt on the basis that they did not sufficiently meet the purposes of the Green Belt set out in national policy. The three parcels are identified in Table 1 below:

Table 1 – Land recommended to be removed from the Green Belt

Green Belt Study Reference	Location	Size (hectares)	Name
2	Fleetwood	4.79	Cardinal Allen School Grounds
20	Poulton-le-Fylde	60.00	Land east of Tithebarn Street
21	Poulton-le-Fylde	4.05	Land south of Blackpool Road/West of Tithebarn Street

4. To inform policy development, including allocations, the council has produced a Level 1 and Level 2 Strategic Flood Risk Assessment which has considered in detail the risk from flooding on potential development sites. The evidence shows that fluvial, coastal, surface and ground water flooding are issues across large parts of the borough and particularly impact upon the settlements of Fleetwood, Churchtown, Pilling, Knott End and St Michaels. The SFRA process has assessed the risk from flooding on potential development sites and has been used by the council in adopting a sequential approach to site selection whereby sites at lower risk of flooding are preferred.

5. The Employment Land Study (ELS) identifies three employment sub-markets in the borough: Wyre peninsula; A6 corridor; and the rural area. The employment supply should support existing and new businesses in the three sub-markets.

6. The Fylde Coast Gypsy and Traveller Accommodation Assessment Update, 2016 identifies a need for the provision of land to accommodate plots for travelling showpeople (see Annex B for further detail).

7. Evidence from Lancashire County Council Highways Authority (February 2017) advises on the maximum number of residential properties that can be accommodated before there is a severe impact on the road network. In summary, the Authority found that:

- Localities within the vicinity of the A6 in the rural east of the borough face different issues than those on the urban Peninsula in the west of the borough.
- The overarching factor restricting development along much of the A6 is capacity constraints on M55 Junction 1.
- On the Peninsula corridor capacity constraints include the local highway network serving Poulton-le-Fylde, Thornton, the A585 (T) and M55 Junction 3.
- Public transport networks and options are more comprehensive on the Peninsula and as such where possible development should be located in this location.
- Through a study of congestion, public transport and personal injury accidents (PIAs) the information shows that:
 - On the Peninsula corridor areas of concern include the A586 through Poulton-le-Fylde to the boundary of Blackpool, A588 from the junction with A586 up to and including Shard Road / Shard Bridge, large sections of the A585 (T) and M55 Junction 3.
 - The overarching restriction affecting the majority of settlements within the A6 corridor is the ability of the M55 Junction 1 to safely accommodate development traffic.

The study suggests a quantum of development (in number of dwellings) within a number of named settlements, as follows:

Table 2a - Maximum Quantum of Development (allocations) – Peninsula Zone

Settlement	Maximum dwellings	Notes
Thornton	835	
Great Eccleston	500	
Poulton-le-Fylde	390	Subject to a mitigation strategy.
Hambleton, Stalmine, Knott End/Preesall, Pilling	250	To be distributed between the four settlements.
Fleetwood	220	
Cleveleys	40	

Table 2b - Maximum Quantum of Development (allocations) - A6 Corridor Zone

Settlement(s)	Maximum dwellings	Notes
Barton, Bilsborrow, Bowgreave, Catterall Churchtown, Garstang, Nateby, Winmarleigh	856	Based on the cumulative capacity of a series of 10 residential planning applications as of 22 March 2017. Development depends on a series of improvements to the highway within and outside of the borough, including improvements to the Strategic Highway Network.
Forton	450	
Inskip and St Michaels	200	To be distributed between the two settlements
Hollins Lane	80	
Scorton	0	Restricted road network including single lane arched bridges, height & weight restrictions. Poor access to public transport.
Calder Vale	0	Very poor accessibility to services and sustainable travel provision.

The maximum capacity figures quoted are over and above existing commitments as of February 2017 and represent in effect a dwelling cap on new allocations in each settlement. Existing commitments for the purposes of the highways evidence refers to sites under construction and sites with an outstanding planning permission including those approved by the council subject to the signing of a legal agreement before permission is formally granted.

4 Engagement

In support of the local plan the council has produced a Statement of Consultation. It is not intended to replicate this here, but key points to note are:

1. The council has held detailed discussions with representatives of parish and town councils as representatives of their local communities. Particularly where there are choices to be made, this process has helped to inform the site allocation process identifying local concerns, although it is accepted that in the final analysis it has not always been possible to meet local wishes or fully address all concerns.
2. There has been an extensive exercise aimed at identifying potential site allocations and the associated landowner(s). This process has enabled the council to identify sites for which there is landowner support for allocation, and, conversely, where there is not. Where the latter applies, the council has not taken the land forward as an allocation as deliverability cannot be assumed. In some cases this has had a

direct effect on the approach taken to a particular settlement as landowner sentiment has a key influence on available options.

3. The council has conducted three Call for site (CFS) exercises in 2012, 2014 and 2015 (the latter for Gypsy, Traveller and Travelling Showperson accommodation) which themselves provided an input into the Strategic Housing Land Availability Assessment (for residential sites) and Employment Land Study.
4. In the summer of 2015 the council published for public comment an Issues and Options (I&O) document. As well as setting out strategic choices, this also identified a large quantum of land potentially suitable and available to meet the borough's development needs. The involved 134 sites, of which 87 were flagged for *potential* residential use, 33 for a mixed or range of uses and 14 for employment uses. The I&O was informed by the Call for Site (CFS) exercises of 2012 and 2014, and by the council's own search for potential allocations.

For sites to be allocated in the local plan there has to be evidence of deliverability. A key factor in determining deliverability is the support, or otherwise, of the relevant landowner(s). If a land owner is unable to support a potential allocation, the position of the council is that by definition deliverability cannot be evidenced and the allocation cannot be made in the local plan.

Accordingly, where a site was identified as a potential allocation (or, in the early part of the process, as a potential development site through the SHLAA) and land ownership was unknown, the appropriate details were obtained from the land registry and written correspondence undertaken to obtain the necessary indication of support for development. Further details are available in the Statement of Consultation.

5 Allocations and Supporting Infrastructure

National planning policy places a strong emphasis on delivering sustainable development and creating sustainable communities. Certainly the need for the provision of social infrastructure – particularly education and health – to support existing communities and support new development was a particularly strong message from those local people who responded to the Issues and Options consultation in 2015. The council recognises that the overall scale of development proposed in the Local Plan and the specific allocation of large scale development, particularly in rural villages, will be a cause for concern for local people. The council is unable to address concerns regarding matters such as access to services such as doctors – this is a matter for the relevant organisations – however working with infrastructure providers on the Infrastructure Delivery Plan, the council has identified a number of opportunities to deliver new education and health provision in conjunction with residential development. Through the masterplanning process additional facilities such as community centres may be delivered, subject to viability and delivery considerations.

Proximity to places of employment is also part of creating sustainable places. Although subject to market conditions and site specific viability matters, the council believe that in some rural settlements there is the potential to develop small scale employment uses along with residential development.

Finally, new development can provide the opportunity to consider how the existing road network will need to adapt and change to accommodate the additional growth. In some cases, therefore, delivering the scale of development proposed will require new road infrastructure to be put in place. Appendix 1 provides a summary of the allocations expected to deliver combined residential/mixed-use development and supporting infrastructure, however full details of the approach to infrastructure are contained in the Infrastructure Delivery Plan.

6 Site Allocation Process

6.1 Introduction

All local plans both allocate land for development and designate land that should be protected from development. Allocations should support and deliver the Local Plan strategy which itself should be based on an appreciation of national planning policy, the views of local people and stakeholders, the local economic, social and environmental position and the findings of the local plan evidence base.

As outlined above the local plan evidence base has identified a need to allocate land to meet the following needs (table 3):

Table 3 – Key Development Needs

Use	Need	Evidence base
Residential	479 dwellings p.a.	Objectively Assessed Need, identified in the Strategic Housing Market Assessment and associated updates/addendums.
Travelling Showpeople	20 plots	Fylde Coast Gypsy and Traveller Accommodation Assessment Update, 2016.
Employment	43 Hectares	Objectively Assessed Need, identified in the Employment Land and Commercial Leisure Study 2012 and associated updates / addendums.

National planning policy states that the achievement of sustainable development should be the overall goal of planning. Turning this broad statement into local plan reality is a key challenge of the site allocation process. With this in mind six framing principles have been adopted for all development allocations:

- 1) That the development should be located as far as possible in accord with the local plan settlement hierarchy, itself informed by the settlement ranking identified in the Wyre Settlement Study (August 2016).
- 2) That, as a result of not inconsiderable flood risk across large parts of the borough, in accord with the Wyre Level 2 Strategic Flood Risk Assessment (2017) and national planning policy (NPPF), preference should be given to sites in areas of the lowest flood risk.
- 3) That notwithstanding (1) above, the distribution of development opportunities should provide choice to the market and have regard to the need to maximise the deliverability of housing within known constraints and meet employment need for the three sub-markets.
- 4) Sites can only be allocated if the land owner has indicated support to the council in writing. This is an important aspect of demonstrating that allocations can be delivered.
- 5) That sites should be well located in relation to existing or emerging settlement boundaries unless the allocation is designed to support the requirements of an existing business. Sites that are detached from the settlement have a lower priority, notwithstanding any mitigating factors.
- 6) To provide certainty and clarity, where possible sites should be defined using clear and obvious boundaries. To accord with this principle in some cases site areas are larger than they would necessarily have to be to deliver the requisite number of dwellings.

In relation to (1) above, owing to a combination of the scale of residential objectively assessed need and restrictions on the highway network at key settlements the council has identified and allocated land in rural settlements that maybe regarded as less sustainable or favourable locations. In such cases, as referred to above, the council has sought to plan for the delivery of supporting infrastructure and to support the creation of sustainable communities, land for employment is provided at Forton and Great Eccleston to provide opportunities for local employment. A further consequence is that allocations may not be proportionate to the size of the settlement to which they are attached. The council recognises that through its discussions with parish and town councils this is a cause of local concern.

In terms of site allocations, the focus for the Wyre Local Plan has been on identifying sites for:

- Residential development;
- Mixed residential and employment development;
- Employment development; and
- Travelling Showpeople.

6.2 Sustainability Appraisal

The council is legally required to undertake a Sustainability Appraisal (SA) to support the Wyre Local Plan. The SA provides an independent assessment to consider the likely social, economic and environmental effects of the Local Plan. The SA process assesses the negative and positive effects of the Local Plan and recommends mitigation measures where relevant to remove and neutralise negative effects and enhance positive effects of the Plan. The SA process is iterative and must be undertaken alongside the plan making process, this ensures that the findings of the assessment are incorporated into the Local Plan and sustainable development is at the heart of the plan-making process.

The SA process commenced in the summer of 2014 with a Scoping Study which set the scope and SA framework. In summer 2015, an SA of the Local Plan Issues and Options was undertaken which appraised the emerging vision and objectives and draft development and policy area options. This version of the SA was also made available as part of the public consultation of the Local Plan Issues and Options document and the comments have been considered and integrated into the SA and Publication Local Plan.

As part of developing the Publication Local Plan, a range of reasonable alternative development options were also considered by the council. In terms of housing, the reasonable alternative options were based on sites that were considered suitable and available in the SHLAA, and accord with the residential development principles. In terms of employment, reasonable alternative options were based on sites recommended for employment in the ELS that accord with the employment development principles. In terms of travelling showpeople use, the council have identified few opportunities to allocate land for travelling showperson use and the limited options within the north Garstang area have been considered as alternative options. For some alternative options, the option site is a broad location that consist of a number of separate SHLAA sites. In addition to assessing the development allocations, the SA has also considered the reasonable alternative option sites as part of its assessment process. The alternative options sites considered in the SA and in this paper are displayed appendix 5.

6.3 Habitat Regulation Assessment (HRA)

The council is legally required under Article 6 of the Habitats Directive¹ to assess if the Wyre Local Plan will have a likely significant effect upon an International site (European Site) – this is known as a Habitat Regulation Assessment. The European Sites form part of a wider network of areas that are designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special

¹ The requirements of the Habitats Directive are transposed into English law by means of the Conservation of Habitats and Species (Amendment) Regulations 2010.

Areas of Conservation (SAC) and Special Protection Areas (SPA) and it is also Government policy² that Ramsar sites and potential SPA sites are also considered.

Within Wyre borough boundary there are five such European sites, this includes Bowland Fells SPA, Morecambe Bay and the Duddon Estuary SPA. Morecambe Bay is also a SPA, Special Area Conservation (SAC) and a Ramsar site. There are also a further eight European sites within a 20 km radius of the borough boundary that could be affected by the Local Plan that have also been considered.

The overarching aim of the HRA is to determine, in view of a European site's conservation objectives and qualifying interests, whether the Local Plan either in isolation and/or in combination with other plans, would have a likely significant effect on the European Site.

Initial discussions were held with Natural England (NE) in May 2016 regarding the scope of the HRA. Work commenced on the HRA with the production of a Screening Report that was issued to NE for consultation in September 2016. The Screening report was based upon a refined version of the Local Plan Issues and Option that reflected the emerging evidence and development constraints. A further screening exercise that provided initial findings from bird record analysis was undertaken and presented as part of a technical note. This was issued to NE for further consideration in December 2016 and a follow up meeting held in January 2017. This feedback was considered and integrated into a draft Habitat Regulation Assessment report and reissued to NE for further consultation in May 2017. Following further discussion and agreement with NE, the HRA Report was finalised. This included a package of mitigation measures to avoid adverse effects on Morecambe Bay SPA.

As part of the ongoing discussions with Natural England, the emerging site allocation boundary for SA3/1 Fleetwood Dock and Marina was updated to remove the active Marina and Dock from the allocation boundary as it could constitute functionally-linked land which may have a likely significant effect upon the Morecambe Bay SPA.

6.4 Viability

The council has undertaken an assessment of site viability to ensure that allocations are deliverable. This is contained in a separate document.

6.5 SA1 Residential, SA2 Mixed Use Allocations and SA4 Hillhouse Technology Enterprise Zone

As established above, the Local Plan is required to allocate significant areas of land to move towards meeting the Objectively Assessed Need for residential and employment development.

² Conservation of Habitats and Species (Amendment) Regulations 2010 SI 2010/490: Explanatory memorandum to the Conservation of Habitats and Species Regulations, 2010.

Land for residential development is allocated under three local plan policies, as summarised in Table 4 below:

Table 4 – Allocations with a Residential Component by Policy - Summary

Policy	Name	Sites	Size (ha)	Dwellings
SA1	Residential Development	27	177.59	3,457
SA3	Mixed Use Development	5	122.48	1,690
SA4	Hillhouse Technology Enterprise Zone (EZ)	1	137.75	250
Total		33	437.82	5,397

Sites allocated under SA1 are as follows:

Table 5a – SA1 Residential Allocations

Site ref	Location	Site	Size (ha)	Dwellings
SA1/1	Fleetwood	West of Broadway	1.05	25
SA1/2	Thornton	Lambs Road/Raikes Road, Thornton	20.95	437
SA1/3	Thornton	Pheasant Wood	8.48	153
SA1/4	Thornton	Bourne Poacher, Thornton	0.47	42
SA1/5	Poulton-le-Fylde	SE Poulton	7.83	236
SA1/6	Poulton-le-Fylde	Land at Garstang Road	24.8	516
SA1/7	Poulton-le-Fylde	Land off Moorland Road (Rear of St. Johns Hall)	1.94	48
SA1/8	Poulton-le-Fylde	South of Blackpool Rd	19.54	154
SA1/9	Stalmine	South Stalmine	8.1	162
SA1/10	Pilling	North of Garstang Road	1.69	40
SA1/11	Cleveleys	North of Norcross Lane	9.21	338
SA1/12	Hambleton	Land at Arthurs Lane	10.78	165
SA1/13	Inskip	Inskip Extension	17.79	255
SA1/14	Hollins Lane	North of New Holly Hotel and Bodkin Cottage	2.13	38
SA1/15	Hollins Lane	Land East of Hollins Lane	2.47	51
SA1/16	Garstang	West of Cockerham Rd	5.81	100
SA1/17	Garstang	South of Prospect Farm	2.66	53
SA1/18	Garstang	South of Kepple Lane	4.31	105
SA1/19	Bowgreave	Bowgreave House Farm	1.32	29
SA1/20	Bowgreave	Garstang Road	2.36	46
SA1/21	Bowgreave	Land South of Calder House Lane	3.69	49

Site ref	Location	Site	Size (ha)	Dwellings
SA1/22	Bowgreave	Garstang Country Hotel And Golf Club Garstang Road	4.7	95
SA1/23	Catterall	Daniel Fold Farm, Daniel Fold Lane	5.02	122
SA1/24	Catterall	Daniel Fold Farm Phase 2, Daniel Fold Lane	3.56	66
SA1/25	Barton	Land of Garstang Road	3.65	72
SA1/26	Barton	Land Rear of Shepherds Farm	2.35	34
SA1/27	Barton	Rear of 867 Garstang Road	0.93	26
Total			177.59	3,457

Sites allocated under SA3 are as follows:

Table 5b – SA3 Mixed Use Allocations

Site ref	Location	Site	Size (ha)	Dwellings
SA3/1	Fleetwood	Fleetwood Dock and Marina	32.67	120
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	9.84	242
SA3/3	Gt Eccleston	Land West of Great Eccleston	33.7	590
SA3/4	Forton	Forton Extension	29.63	468
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	16.64	270
Total			122.48	1,690

Residential and mixed-use allocations in the Publication Local Plan are based on the six framing principles set out above plus the following additional five principles:

- 1) Allocations have focused on sites capable of accommodating 25 dwellings or more. Although a relatively high threshold, this reflects the scale of need identified in the SHMA, the geography of the borough and the consequent need to allocate strategic land for development which, in some cases, are, in effect, village extensions.
- 2) New allocations have to fit within the residential highway capacity cap for each settlement.
- 3) Where an allocation consists of previously-developed land regard should be had to the need to maximise the development potential.
- 4) Where and as appropriate, new large scale residential development should be supported by new social, community, economic and physical infrastructure and be brought forward through a comprehensive masterplanning process.
- 5) Sites should be suitable and free of significant constraints and there should be a reasonable likelihood that development can be delivered within the plan period. For

some sites, it is recognised that some development may take place after the end of the plan period. Only that development assumed to be delivered up to 2031 will count towards the local plan housing requirement 2011 to 2031.

The 2017 Strategic Housing Land Availability Assessment (SHLAA) forms the basis of the site assessment process, supported by the Sustainability Appraisal as described above. Based on the 2010 SHLAA, call for sites exercises, responses to the Issues and Options 2015 consultation and in-house surveys work, the SHLAA identified 110 sites considered to be potentially suitable for residential development. Following an assessment of availability, the final position was 89 sites deemed to be suitable and available for residential development. In considering residential site allocations, the council has had regard to information on the following factors, based largely on information collected through the SHLAA process in addition to that emerging from the development of the evidence base, including that relating to highway capacity.

- The current land use and character of the site
- The general character of the surrounding area
- Potential land use conflicts, including neighbouring uses
- Planning status and history, including relevant permissions and existing development plan allocations
- Potential policy constraints
- Potential physical constraints, such as topography
- Heritage features and designations
- Ecological features and designations
- Environmental matters, including contaminated land, proximity of waste disposal sites and agricultural land classification
- Site access
- The highway evidence supplied by Lancashire County Council
- SFRA evidence on flood risk
- The views of landowners

Allocations have been identified that are considered to be deliverable and developable over the plan period. In some cases it is likely that development will take place beyond the plan period. This is further detailed in the Housing Background Paper.

Notwithstanding constraining impact of the evidence on highway matters, the local plan is required to plan for historically significant levels of development. Although the terminology of this paper is focused on the allocation of “sites” in reality in a number of cases the residential and mixed-use allocations reflect significant extensions to existing settlements, including rural villages that comprise a number of parcels of land, typically in different ownerships.

It is the approach of the council that for some settlements the scale of the allocation is such that development should only be delivered through a comprehensive and inclusive

masterplanning process across the whole of the allocation. To provide a clear policy basis for this approach for some settlements several sites are parcelled together to form a single allocation. Within the Local Plan, each allocation is supported by its own policy which sets out matters of note, (including known constraints), establishes the policy basis for masterplanning (where relevant) and establishes specific policy requirements, for instance in relation to the necessity of providing supporting infrastructure.

It should be noted that the 31st March is the base date for the annual Housing land Monitoring Report. This date has been used as the basis of the housing trajectory set out in the Housing Background Paper (also published to support the Publication Local Plan) and should be treated as the base date for site allocations. As of 31st March some allocations were the subject of pending residential planning applications which may have been decided at the time of writing. Other may have become the subject of planning applications since the 31st March 2017. For information, Appendix 2 provides an update of the position as of 31st July 2017, although the planning position for the Local Plan remains as of 31st March 2017.

Within policies SA1, SA3 and SA4, residential allocations can be broadly categorised as follows:

- Sites with an outstanding planning approval as of 31st March 2017.
- Sites where a planning approval is awaiting the signing of a legal agreement with the council (Minded to Approve (MTA) sites) as of 31st March 2017.
- New allocations – that is land *without* a residential planning permission or MTA decision.

In some cases an allocation may be *partly* covered by a planning permission or minded to approve decision.

Regard has also been had to site specific comments received in response to the Local Plan Issues and Options document in 2015. A number of allocated sites that were shown as potential allocations have now received planning permission (see below). The Consultation Statement that accompanies the Publication Local Plan provides a summary of comments received on sites that have subsequently been allocated and that do not yet have a planning permission. The vast majority of comments related to proposed residential or mixed development. Broadly though comments made were very similar for most sites and locations, raising common concerns across the borough and different communities about:

- Lack of educational and health infrastructure to accommodate the scale of development proposed.
- Negative impact on the local character.
- Loss of countryside and green space.
- Negative impact on wildlife/ecology.

- Insufficient or constrained highway capacity to accommodate development.

Sites with Planning Permission

The Local Plan allocates a number of sites under policy SA1 and SA3 that are either wholly or partly covered by an existing planning permission as of 31st March 2017. Where a permission has been granted it has the effect of conveying an acceptance in principle for the use proposed at the time of granting. Allocating sites with a planning permission ensures that where permission lapses the principle of development for that use remains in place.

Sites wholly covered by an extant planning permission as of 31st March 2017 are listed in table 6a:

Table 6a – SA1 and SA3 – Allocations wholly covered by a planning permission

Site ref	Location	Site	Size (ha)	Dwellings	Status	PP type
SA1/6	Poulton-le-Fylde	Land at Garstang Road	24.8	516	PP	FULL
SA1/7	Poulton-le-Fylde	Land off Moorland Road (Rear of St. Johns Hall)	1.94	48	PP	R/M
SA1/10	Pilling	North of Garstang Road	1.69	40	PP	O/L
SA1/19	Bowgreave	Bowgreave House Farm	1.32	29	PP	O/L
SA1/23	Catterall	Daniel Fold Farm, Daniel Fold Lane	5.02	122	PP	O/L
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	9.84	242	PP	O/L
Total				997		

Note - Correct as of 31st March 2017. FULL – Full planning permission; O/L – Outline planning permission; R/M – Reserved matters planning permission

The Local Plan residential and mixed use allocations include six sites wholly covered by a planning permission. These sites provide a supply of 997 dwellings. An additional eight sites are partly covered by a planning permission for 709 dwellings (table 6b).

Table 6b – SA1 and SA3 – Allocations with a planning permission in part

Site ref	Location	Site	Size (ha)	Permitted dwellings	Total allocation (dwellings)	Status	PP type
SA1/2	Thornton	Lambs Road/Raikes Road, Thornton	20.95	165	437	Part pp	O/L
SA1/9	Stalmine	South Stalmine	8.1	77	162	Part pp	O/L
SA1/11	Cleveleys	North of Norcross Lane	9.21	220	338	Part pp	O/L

Site ref	Location	Site	Size (ha)	Permitted dwellings	Total allocation (dwellings)	Status	PP type
SA1/13	Inskip	Inskip Extension	17.79	55	255	Part pp	O/L
SA1/14	Hollins Lane	North of New Holly Hotel and Bodkin Cottage	2.13	19	38	Part pp	O/L
SA1/15	Hollins Lane	Land East of Hollins Lane	2.47	8	51	Part pp	O/L
SA1/18	Garstang	South of Kepple Lane	4.31	75	105	Part pp	O/L
SA3/3	Gt Eccleston	Land West of Great Eccleston	33.7	90	590	Part PP	R/M
Total				709	1976		

Note - Correct as of 31st March 2017. FULL – Full planning permission; O/L – Outline planning permission; R/M – Reserved matters planning permission

Policies SA1 and SA3 identify land for a total of 5,147 dwellings. Of these, planning permission has been granted for a total of 1,706 dwellings (997+ 709) across 14 sites.

Minded to Approve (MTA) sites

In some cases there is a decision to approve a planning applications but the decision notice is withheld pending the signing of a legal agreement with the council (for instance to address the provision of affordable housing) or with Lancashire County Council (for instance on the payment of monies towards school places). Such applications are given the designation “Minded to Approve” (MTA). The Local Plan allocates nine MTA residential sites with a capacity of 838 dwellings as of 31st March 2017 (table 6c). All are wholly covered by this decision.

Table 6c – SA1 and SA3 – Allocations with a Minded to Approve decision

Site ref	Location	Site	Size (ha)	Dwellings	Status	Type
SA1/4	Thornton	Bourne Poacher, Thornton	0.47	42	MTA	FULL
SA1/12	Hambleton	Land at Arthurs Lane	10.78	165	MTA	O/L
SA1/20	Bowgreave	Garstang Road	2.36	46	MTA	O/L
SA1/21	Bowgreave	Land South of Calder House Lane	3.69	49	MTA	O/L
SA1/22	Bowgreave	Garstang Country Hotel And Golf Club Garstang Road	4.7	95	MTA	O/L
SA1/24	Catterall	Daniel Fold Farm Phase 2, Daniel Fold Lane	3.56	66	MTA	O/L
SA1/25	Barton	Land of Garstang Road	3.65	72	MTA	O/L
SA1/26	Barton	Land Rear of Shepherds Farm	2.35	34	MTA	O/L

Site ref	Location	Site	Size (ha)	Dwellings	Status	Type
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	16.64	269	MTA	O/L
Total				838		

Correct as of 31st March 2017. FULL – Full planning permission; O/L – Outline planning permission

“New” allocations

As described above, the evidence on highway capacity places a cap on the amount of development that can take place in individual settlements over and above existing commitments in the form of sites where planning permission has been granted or where permission is awaiting the signing of a legal agreement before being issued.

“New” residential allocations – for the sake of this paper defined as those sites that do not have a planning permission or MTA decision - have to meet the six framing principles plus the additional residential principles.

The process for identifying new allocations preceded the finalisation of the evidence base and as a result adapted as the evidence base emerged.

New allocations have been identified out of the pool of sites considered through the 2015 Issues and Options document and the 2017 Strategic Housing Land Availability Assessment (SHLAA), the latter providing evidence of suitability and availability. Regard has been had to the submissions received through the Call for Site exercises via the 2017 SHLAA. As set out in the SHLAA methodology regard has been had to the current and emerging policy position and potential constraints to development. Regard has also been had to extensive landowner engagement to provide an understanding of deliverability and extensive engagement with Parish/Town Councils and local councillors as representatives of local communities.

The search for “new” allocations has therefore been directly influenced by:

- The need to drive allocations towards the Objectively Assessed Need figure.
- The highways cap on individual settlements.
- Parish/town council engagement.
- The views of landowners.
- Physical or policy constraints to development.

The highways cap in particular has directed greater levels of development at some settlements than may have otherwise been the case if the council had a freer hand in directing the distribution of supply. However, given the overriding national and local imperative need to meet housing needs, it is the view of the council that where there is land suitable for development, an artificial constraining of supply in specific locations to meet

local concerns about the planned scale of development would not be justifiable or sustainable in the wider context.

Including policy SA4, the Plan makes 10 wholly “new” allocations with a capacity of 1,585 dwellings, as set out in table 6d.

Table 6d - New residential allocations

Site ref	Location	Site	Size (ha)	Dwellings	Status
SA1/1	Fleetwood	West of Broadway	1.05	25	New
SA1/3	Thornton	Pheasant Wood	8.48	153	New
SA1/5	Poulton-le-Fylde	South East Poulton	7.83	236	New
SA1/8	Poulton-le-Fylde	South of Blackpool Rd	19.54	154	New
SA1/16	Garstang	West of Cockerham Rd	5.81	100	New
SA1/17	Garstang	South of Prospect Farm	2.66	53	New
SA1/27	Barton	Rear of 867 Garstang Road	0.93	26	New
SA3/1	Fleetwood	Fleetwood Dock and Marina	32.67	120	New
SA3/4	Forton	Forton Extension	29.63	468	New
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	16.64	1	New
SA4	Thornton	Hillhouse Technology Enterprise Zone	137.75	250	New
Total				1,586	

Note - Correct as of 31st March 2017.

As shown in table 6b above, some sites are partly covered by a planning permission. On those sites there is a supply of 1,267 dwellings (1,976-709) that can also be viewed as “new”, that is they are not covered by the planning permission that exists on the remainder of the site. The total “new” supply is therefore 2,853 dwellings as of 31st March 2017 (1,267 + 1,586).

The overall residential allocation position is as follows:

Table 6e – SA1, SA3 and SA4 – allocations by status 31st March 2017

Status	Dwellings	% of total
Wholly covered by a planning permission	997	18.4
Part permission – approved dwellings	709	13.1
Minded to Approve	838	15.5
New dwellings	2,853	52.9
Total	5,397	

By settlement, the position as of 31st March 2017 can be summarised as follows (using the list of settlements identified in the Wyre Settlement Study as the basis):

Table 6f - Residential Allocations by Settlement

Settlement	Dwellings permitted*	Dwellings MTA	Dwellings "new"	Total dwellings**
Barton***	0	106	26	132
Bilsborrow	0	0	0	0
Bowgreave	29	190	0	219
Cabus	0	0	0	0
Calder Vale	0	0	0	0
Catterall	364	66	0	430
Churchtown	0	0	0	0
Cleveleys***	220	0	118	338
Dolphinholme***	0	0	0	0
Eagland Hill	0	0	0	0
Fleetwood	0	0	145	145
Forton	0	0	468	468
Garstang	75	269	184	528
Great Eccleston	90	0	500	590
Hambleton	0	165	0	165
Hollins Lane	27	0	62	89
Inskip	55	0	200	255
Knott End/Preesall #	0	0	0	0
Little Eccleston***	0	0	0	0
Nateby	0	0	0	0
Normoss***	0	0	0	0
Out Rawcliffe	0	0	0	0
Pilling	40	0	0	40
Poulton-le-Fylde	564	0	390	954
Preesall Hill	0	0	0	0
Scorton	0	0	0	0
Stalmine	77	0	85	162
St Michaels	0	0	0	0
Thornton	165	42	675	882
Winmarleigh	0	0	0	0
ALL	1706	838	2,853	5,397

Notes - Figures as of 31/3/17

* There may be sites in these settlements that have planning approval but are too small to be allocated.

** Does not include dwellings on sites under construction as of 31/3/17

*** Cross-boundary settlement – figure for Wyre

Knott-End/Preesall – excludes 44 dwellings minded to approve on a site not allocated.

6.6 SA2 Employment, SA3 Mixed Use Allocations and SA4 Hillhouse Technology Enterprise Zone

As established above, the Local Plan is required to allocate land to meet the Objectively Assessed Need (OAN) for employment development.

Land for employment development is allocated under three local plan policies, as summarised in Table 7 below:

Table 7 – Allocations with an Employment Component by Policy - Summary

Policy	Name	Sites	Employment (ha)
SA2	Employment	4	6.34
SA3	Mixed Use Development	5	15.13
SA4	Hillhouse Technology Enterprise Zone (EZ)	1	13.00
Total		10	34.47

Sites allocated under SA2 are as follows:

Table 8a – SA2 Employment Allocations

Site ref	Location	Site	Employment (ha)
SA2/1	Other ³	Carrfield Works	0.34
SA2/2	Other ⁴	Valiants Farm	1.58
SA2/3	Catterall	Riverside Industrial Park Extension	3.42
SA2/4	Catterall	South of Goose Lane	1.00
Total			6.34

Sites allocated under SA3 are as follows:

Table 8b – SA3 Mixed Use Allocations

Site ref	Location	Site	Employment (ha)
SA3/1	Fleetwood	Fleetwood Dock and Marina	7.50
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	0.95
SA3/3	Great Eccleston	Land West of Great Eccleston	1.00
SA3/4	Forton	Forton Extension	1.00
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	4.68
Total			15.13

Employment and mixed-use allocations in the Publication Local Plan are based on the six framing principles set out above plus the following additional six principles:

³ Site is located outside the settlement boundary of Preesall Hill

⁴ Site is located in the Out Rawcliffe area. Out Rawcliffe is not a recognised settlement in the Local Plan

- 1) Allocations have focused on sites capable of accommodating 0.25ha of gross employment land or more. This is based on the minimum threshold set out in Planning Practice Guidance (PPG) (paragraph 010) 'Housing and economic land availability assessment' and reflects assessment assumptions in the ELS for extant planning permission. The threshold also reflect the need to allocate strategic sites for employment development.
- 2) Employment allocations should provide provision within the three sub-markets in the borough (Wyre peninsula; A6 corridor; and rural areas) and provide a range of sites to meet different employment needs.
- 3) The distribution of allocations should also broadly align with allocations for residential development, providing opportunities for the creation of sustainable communities.
- 4) The redevelopment of previously-developed land should be maximised.
- 5) New large scale employment development should be supported by infrastructure and be brought forward through a comprehensive masterplanning process.
- 6) Sites should be suitable and free of significant constraints and there should be a reasonable likelihood that development can be delivered within the plan period.

The allocations have where relevant, sought to support the expansion of existing businesses within the borough and support the expansion of existing employment areas, which will secure existing and the creation of new jobs.

Local Plan policy EP2 Existing Employment Areas permits development within B use classes, therefore the limited parcels of vacant land within existing employment areas that were considered in the ELCLS/ELS are not allocated through the Local Plan.

The Employment Land and Commercial Leisure Study (ELCLS) and Employment Land Study (ELS) forms the basis of the site assessment process, supported by the Sustainability Appraisal as describe above.

The 2012 ELS considered a total of 57 sites (including a number of larger sites split into their constituent parts to enable a comprehensive analysis). There was a wider variety of data sources used to identify sites, including the call for sites exercise, sites identified by the council and sites within the planning process. Further sites were identified as part of onsite inspections, including vacant land within the existing employment areas that are now functionally obsolete and derelict sites that have been cleared. The council identified a further three sites and they were considered in the 2015 ELS.

All sites consider in the ELS were inspected and assessed according to a range of market and sustainability criteria. An assessment was made of each site's suitability for employment use, against a substantial list of criteria.

The analysis was informed by a wide range of data sources. This was refined into 8 broad categories:

1. Local Road Access (including localised congestion);
2. Proximity to urban areas and access to labour and services;
3. Compatibility of adjoining uses (specifically relating to residential and other sensitive uses);
4. Physical characteristic (including topography, greenfield/ previous developed land, shape and flood risk);
5. Market attractiveness (quality and value);
6. Compliance with planning policy / sustainability issues (including NPPF, national wildlife designations and other known heritage or ecological constraints);
7. Infrastructure (including road constraints, car parking access, servicing required etc); and
8. Other barriers to development (including known landownership constraints, site remediation, site clearance required, presence of electricity cables over the site etc).

The scores of the sites assessed against the criteria and other considerations, such as deliverability and timescales factors were considered in establishing the overall sites suitability and recommendations.

Allocations have been identified that are considered to be deliverable over the plan period.

In relation to employment, it is the approach of the council that due to the scale of the mixed use allocations and SA4 Hillhouse Technology Enterprise Zone that such development should only be delivered through a comprehensive and inclusive masterplanning process across the whole of the allocation. To provide a clear policy basis for this approach, each allocation is supported by its own policy which sets out matters of note, (including known constraints), establishes the policy basis for masterplanning (where relevant) and establishes specific policy requirements, for instance in relation to the necessity of providing supporting infrastructure.

It should be noted that the 31st March is the base date for the annual Employment Land Monitoring Report. This date has been used as the basis of the site allocations. As of 31st March some allocations were the subject of pending planning applications for employment which may have been decided at the time of writing. For information, Appendix 2 provides an update of the position as of 31st July 2017, although the planning position for the Local Plan remains as of 31st March 2017.

Within policies SA2, SA3 and SA4, employment allocations can be broadly categorised as follows:

- Sites with an outstanding planning approval as of 31st March 2017.

- Sites where a planning approval is awaiting the signing of a legal agreement with the council (Minded to Approve (MTA) sites) as of 31st March 2017.
- New allocations – that is land *without* a employment planning permission or MTA decision.

In some cases an allocation may be *partly* covered by a planning permission or MTA decision.

Regard has also been had to site specific comments received in response to the Local Plan Issues and Options document in 2015. A number of allocated sites that were shown as potential allocations have now received planning permission (see below). The Consultation Statement that accompanies the Publication Local Plan provides a summary of comments received on sites that have subsequently been allocated and that do not yet have a planning permission. The vast majority of comments to the Issues and Options document were related to residential developments, however a broad range of common concerns were received in relation to employment across the borough and for different communities are summarised below:

- A lack of employment opportunities for all sectors of society and across the borough;
- Loss of agricultural land will lead to loss of employment in agriculture;
- Better access to employment including via road and rail to reduce highway congestion;
- Mixed use housing and employment site will only generate small number of medium/high skilled jobs;
- Specific employment allocation preferred over mixed use sites;
- Out commuting to employment should be addressed; and
- Housing provision should be aligned with employment provision.

Comments on individual employment and mixed used sites is summarised in the consultation statement.

Sites with Planning Permission

The Local Plan allocates a number of sites under policy SA2 and SA3 that are wholly covered by an existing planning permission as of 31st March 2017. Where a permission has been granted it has the effect of conveying an acceptance in principle for the use proposed at the time of granting. Allocating sites with a planning permission ensures that where permission lapses the principle of development for that use remains in place.

Three sites are wholly covered by an extant planning permission as of 31st March 2017 and are listed in table 9a. These sites provide a supply of 2.87ha

Table 9a – SA2 and SA3 – Allocations wholly covered by a planning permission

Site ref	Location	Site	Employment (Ha)	Status	PP type
SA2/1	Other ⁵	Carrfield Works	0.34	PP	FULL
SA2/2	Other ⁶	Valiants Farm	1.58	PP	FULL
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	0.95	PP	O/L
Total			2.87		

Note - Correct as of 31st March 2017. FULL – Full planning permission; O/L – Outline planning permission

Minded to Approve (MTA) sites

In some cases there is a decision to approve a planning applications but the decision notice is withheld pending the signing of a legal agreement with the council or with Lancashire County Council (for instance on the payment of monies towards highway infrastructure). Such applications are given the designation “Minded to Approve” (MTA). Two sites are partially covered by a MTA decision as of 31st March 2017 and are listed in table 9b. The sites provides a supply of 6.92ha.

Table 9b – SA3 – Allocation with a Minded to Approve decision in part

Site ref	Location	Site	Employment (ha)	Status	Type
SA3/1	Fleetwood	Fleetwood Dock and Marina	4.32	MTA	O/L
SA3/5	Garstang	Land West of the A4 (Nateby Crossing)	2.60	MTA	O/L
Total			6.92		

Correct as of 31st March 2017. O/L – Outline planning permission

“New” allocations

“New” employment allocations for the sake of this paper are defined as those sites that do not have a planning permission or MTA decision and have to meet the six framing principles plus the additional six employment principles.

New allocations have been identified out of the sites considered in the Employment Land and Commercial Leisure Study 2012 (ELCLS) and 2015 update (ELS) which provided evidence on suitability. The sites in the ELCLS and ELS that met the development principals were recommended for employment or mixed use with employment were also considered through the 2015 Issues and Options document and consultation comments received have been taken into consideration.

⁵ Site is located outside the settlement boundary of Preesall Hill

⁶ Site is located in the Out Rawcliffe area. Out Rawcliffe is not a recognised settlement in the Local Plan

Regard has also been given to the availability of land for employment development with a developer or landowner who controls the land willing to release the land for the proposed use.

Two mixed use allocation sites were not considered for employment within the ELCLS and ELS but were considered in part for mixed use in the Issues and Options document. The sites have been allocated to aid in the creation of a sustainable communities as part of the wider mixed use settlement extension for the wider area.

Including policy SA4, the Plan makes 7 wholly “new” allocations with a capacity of 24.68 dwellings, as set out in table 9c.

Table 9c - New employment allocations

Site ref	Location	Site	Employment (ha)	Status
SA2/3	Catterall	Riverside Industrial Park Extension	3.42	New
SA2/4	Catterall	South of Goose Lane	1.00	New
SA3/1	Fleetwood	Fleetwood Dock and Marina	3.18	New
SA3/3	Great Eccleston	Land West of Great Eccleston	1.00	New
SA3/4	Forton	Forton Extension	1.00	New
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	2.08	New
SA4	Thornton	Hillhouse Technology Enterprise Zone	13.00	New
Total			24.68	

Note - Correct as of 31st March 2017.

As shown in table 9b and 9c above, two sites (SA3/1 and SA3/5) are partly covered by a planning permission. On those sites there is a supply of 5.26ha that can also be viewed as “new”, that is they are not covered by the planning permission that exists on the remainder of the site (6.92ha). The total “new” supply is therefore 24.68ha as of 31st March 2017.

The overall employment allocation position is as follows:

Table 10 – SA2, SA3 and SA4 – allocations by status 31st March 2017

Status	Employment (ha)	% of total
Wholly covered by a planning permission	2.87	8.3
Part of site covered by Minded to Approve decision	6.92	20.1
New allocation	24.68	71.6
Total	34.47	100

By settlement, the position as of 31st March 2017 can be summarised as follows (using the list of settlements identified in the Wyre Settlement Study as the basis):

Table 11 - Employment Allocations by Settlement

Settlement	Employment permitted*	Employment MTA	Employment "new"	Total employment**
Barton***	0	0	0	0
Bilsborrow	0	0	0	0
Bowgreave	0	0	0	0
Cabus	0	0	0	0
Calder Vale	0	0	0	0
Catterall	0.95	0	4.42	5.37
Churchtown	0	0	0	0
Cleveleys***	0	0	0	0
Dolphinholme***	0	0	0	0
Eagland Hill	0	0	0	0
Fleetwood		4.32	3.18	7.5
Forton	0	0	1.00	1.00
Garstang	0	2.60	2.08	4.68
Great Ecclestone	0	0	1.00	1.00
Hambleton	0	0	0	0
Hollins Lane	0	0	0	0
Inskip	0	0	0	0
Knott End/Preesall	0	0	0	0
Little Ecclestone	0	0	0	0
Nateby	0	0	0	0
Normoss***	0	0	0	0
Out Rawcliffe	0	0	0	0
Pilling	0	0	0	0
Poulton-le-Fylde	0	0	0	0
Preesall Hill	0	0	0	0
Scorton	0	0	0	0
Stalmine	0	0	0	0
St Michaels	0	0	0	0
Thornton	0	0	13.00	13.00
Winmarleigh	0	0	0	0
Other	1.92 ⁷	0	0	1.92
ALL	2.87	6.92	24.68	34.47

Notes - Figures as of 31/3/17

* There may be sites in these settlements that have planning approval but are too small to be allocated.

** Does not include employment under construction as of 31/3/17

*** Cross-boundary settlement – figure for Wyre

⁷ Carrfield works is located outside the settlement of Preesall Hill and Out Rawcliffe is located outside settlement of Our Rawcliffe

6.7 SA4 Hillhouse Technology Enterprise Zone

Hillhouse Technology Enterprise Zone is a prominent site located on the west bank of Wyre estuary in Thornton. The site is the former ICI chemical production facility and has been designated as part of the Lancashire Enterprise Zone, with job creation and industry diversification being the principle drivers behind its designation. The Enterprise Zone target sectors focus on the chemical and energy sectors and the whole site will be brought forward as part of a Masterplan.

The site currently comprises of existing employment areas, including specialist chemical and energy business alongside extensive parcels of vacant land.

The whole Hillhouse Technology Enterprise Zone is designated under policy SA4 and is allocated for 13 hectares of employment land (B use class) and 250 dwellings.

It is expected that the north area of the site, which is approximately 16 ha will provide design and build opportunities for new and existing businesses, which will be typically within B use class. The southern area of the site is expected to include a number of land-hungry energy uses, such as the new power station, which would typically fall within sui generis use class and not contribute to the borough's employment land requirements (for B use class). The requirement for the delivery of 13 ha of land for B use-class reflects the availability of land outside of proposed areas for energy generation (sui generis).

The housing element of the allocation is a continuation of that broadly contained in the Fleetwood Thornton Area Action Plan (AAP) and sufficient land is available to deliver this alongside the 13 ha of employment land.

The Hillhouse Technology Enterprise Zone site contributes 250 dwellings towards the highways capacity limit for Thornton.

The site was considered in the Sustainability Appraisal and attracts a positive score for redevelopment of a brownfield site and for employment provision. The site receives a negative score for biodiversity, located adjacent to a European Designation (Morecambe Bay SPA / SAC / Ramsar). The site is considered in the Habitat Regulation Assessment and mitigation is required.

It is the approach of the council that the site should only be delivered through a comprehensive and inclusive masterplanning process across the whole of the allocation. To provide a clear policy basis for this approach, each allocation is supported by its own policy which sets out matters of note, (including known constraints), establishes the policy basis for masterplanning (where relevant) and establishes specific policy requirements, for instance in relation to the necessity of providing supporting infrastructure.

6.8 SA5 Port of Fleetwood

The Port of Fleetwood is a former ferry terminal located at the mouth of the Wyre estuary. The site is separated from the Fleetwood Dock and Marina site allocation (SA3/1) by a modern housing development and Freeport Outlet Village to the south. Activity at the Port ceased on site in December 2010 following the closing of the ferry terminal. The site was subsequently cleared and now consist of areas of hard standing and hard quay frontage to the estuary.

The site was considered in the ELS and recommended the site to be retained for Port-related use.

The site is wholly in the control of Association of British Ports (ABP) with a Right to Revert to Duchy of Lancaster on the seaward half of the site if both the Port/marina use and the railway line ceases operation. ABP support the allocation for Port related development on the site and are considering the sites development and reconfiguration as part of a wider masterplan for the site along with the Fleetwood Dock and Marina site allocation (SA3/1).

The Port of Fleetwood site is allocated in the Local Plan under policy SA5 which safeguards the site for Port related operations. To support the Port operation on the site, other employment development within use class B1, B2 and B8 is permitted where it is demonstrated that the development would benefit from the specific port location and it will not prejudice the long term operation of the Port. The safeguarding allocation of the site for Port related operation does not contribute to the employment supply as it falls outside B use class. If any employment (B use class) development on the site occurred, this would contribute towards the Local Plan employment land requirements.

The site is significant in scale and as such attracts negative score in the Sustainability Appraisal for impacts on landscape/townscape character, views and biodiversity.

It is the approach of the council that the site should only be delivered through a comprehensive and inclusive masterplanning process across the whole of the allocation. To provide a clear policy basis for this approach, each allocation is supported by its own policy which sets out matters of note, (including known constraints), establishes the policy basis for masterplanning (where relevant) and establishes specific policy requirements, for instance in relation to the necessity of providing supporting infrastructure.

6.9 SA6 Travelling Showpeople Site

The Fylde Coast Gypsy and Traveller Accommodation Assessment Update 2016 identified a need in Wyre for 19 plots for travelling showpeople, subsequently updated to 20 plots on receipt of additional information after the close of the study. Background to the Study and original 2014 GTAA can be found in Annex B. Subsequent to the 2014 GTAA and 2016

Update, the council has conducted a search for sites to identify sites suitable and available for gypsy, traveller and showperson use. Since the 2016 Update only identified a need for showperson's accommodation, the search has focused on this group only. The council's Statement of Consultation details the approach taken. In summary the council has:

- Searched the database of 2014 Call for Sites responses to identify any sites put forward for showperson use.
- Undertaken a specific Call for Sites in 2015 for Gypsy, Traveller and showperson sites.
- Contacted infrastructure providers to ascertain the availability of any landholdings they may have in the borough.
- Contacted specific landowners in areas of interest close to the current showperson's yard in Garstang.
- Contacted Lancashire County Council with regard to the availability of their land holding in the borough.
- Contacted the owners of caravan and park homes sites to ascertain whether or not land within their ownership is suitable and available for this use.
- Identify any potential sites within their ownership.
- Maintained liaison with the owner of the current showperson's yard with regard to potential options.

The result of this work has been limited. The 2014 Call for Sites did not identify any sites suitable for showperson use. The 2015 Call for Sites elicited three responses, however none of the sites were suitable for allocation as a showperson's yard. The contact with utility providers, Lancashire County Council and caravan/park home owners did not yield any positive responses.

One site in Catterall has been put forward to the council as a potential option (SHLAA reference CTL_26). However this was only suggested as part of a wider scheme to deliver residential development. This site has been considered as part of the A6 review which has identified sufficient capacity in the Garstang area to meet residential development needs within the highways cap and as such is not a sequentially preferable location.

However as a result of engagement with the owner of the current yard at Garstang, the council has identified a site for a showperson's yard on the north western edge of the town. Currently occupied by a residential property with large grounds, the site is available for development for this use and is considered to be a suitable location with direct access onto the A6. This site is allocated as SA6. The Sustainability Appraisal notes positive scores in terms of access to education, health facilities, employment opportunities, public transport (bus) and a local centre. The site scores negatively on a number of objective topics, including biodiversity, landscape/townscape and heritage. There is a double negative score for water (adjacent to a water body and surface water flood risk). A number of mitigation

measures are recommended including incorporation of green infrastructure and an appropriate drainage strategy into any future development. It is also recommended that appropriate surveys are carried out to understand ecological and heritage impacts and to identify additional mitigation measures. These matters are addressed by local plan policies and through allocation policy SA6.

As indicated above, the council has identified few opportunities to allocate land for showperson use. However, the council contacted a number of landowners in the north Garstang area in August of 2016 to further explore whether or not support for such an allocation could be identified. The sites identified were chosen as being close to local facilities, with reasonable access to the A6 and in the general locality (i.e. Garstang) of the existing site. These sites were considered through the Sustainability Appraisal as sites AO/GST4 and AO/GST5. The land also included that allocated for residential use in the Local Plan as SA1/5. The SA also considered site CTL_26 at Catterall mentioned above (SA reference AO/CTL2). The exercise aimed at sites in north Garstang did not elicit any positive responses from the landowners. These sites are relatively well located but are not available and hence not deliverable. As noted above, the suggestion of support for a showperson's yard at Catterall was dependant on council support for a wider residential-based scheme. For the reasons outlined above, this is not considered to be a suitable site.

6.10 SA7 Brockholes Employment Expansion Site

The Brockholes Way Expansion site is a significant area of land located to the east and south of the existing Brockholes Way Industrial Estate. The site was considered in the ELS (WY 00 08b) and recommended the whole site for employment (36.29 ha gross). The site was considered in the Issues and Options (IO_05) for employment use.

The site is in three separate ownerships and the three landowner are willing to release the land for employment development.

The site contains a number of significant onsite constraints: a high pressure gas pipeline runs north –west across the site; three United Utilities pipeline run east – west across the southern part of the site; and a high voltage electricity pylon runs north – south across the site. The pipelines and overhead pylons creates a number of easements and Health and Safety restriction zones which will limit the amount of land that can be developed on the site for employment.

The provision of a suitable access to the site from the A6 is currently unknown. Access to the A6 would need to be provided either through the existing Brockholes Way Industrial Estate with highway improvements to the A6/B6430 junction or direct access provided from the southern extent of the site direct onto the A6.

The site is also adjacent to the Lancaster Canal which is designated as a Biological Heritage Centre. Discussions with the River and Canal Trust have indicated the need for a landscape

buffer along the canal as a means of protecting the character of the canal corridor which is currently relatively rural. The site is significant in scale and as such attracts negative score in the Sustainability Appraisal for impacts on landscape/townscape character, views and biodiversity.

To deliver the site, all on site constraints will need to be resolved and adequate highways infrastructure provision to access the site will be required. At this stage, the site is heavily constrained and there is no certainty that the site can be delivered, therefore the site does not contribute towards meeting the employment supply.

To provide the opportunity for the site to be brought forward if the constraints can be overcome, the site is designated as an employment development opportunity. This establishes the principle of employment development on the site.

To deliver the site, a masterplan covering the whole site that resolves all site constraints and infrastructure provision will be required to deliver the site.

The development opportunity site boundary is smaller than that identified in WY 00 08b, excluding an area of land to the north-west which is located adjacent to the Lancaster Canal. The potential easement and landscape buffer from the canal is expected to restrict the development potential of this parcel of land within the site and this area is removed from the allocation boundary.

Appendix 1 - Residential and Mixed Use Allocations – Proposed Supporting Infrastructure

Ref.	Site	Proposed Supporting infrastructure
SA1/2	Lambs Road/Raikes Road, Thornton	Land for a new primary school.
SA1/8	South of Blackpool Road, Poulton-le-Fylde	Land for a new primary school. Land for a town centre car park.
SA1/9	South Stalmine, Stalmine	Land for a new primary school (or extension to the existing primary school) if required.
SA1/12	Land at Arthurs Lane, Hambleton	Land for a new primary school (or extension to the existing primary school) if required.
SA1/13	Inskip Extension, Inskip	Land for a new primary school. Village green
SA1/16	West of Cockerham Road, Garstang	Land for a new primary school.
SA1/17	Land South of Prospect Farm, West of the A6, Garstang	Improved pedestrian/cycle access to Garstang town centre. Financial contributions to sustainable transport initiatives.
SA1/18	South of Kepple Lane, Garstang	Financial contributions to sustainable transport initiatives.
SA1/19	Bowgreave House Farm, Bowgreave	Financial contributions to sustainable transport initiatives.
SA1/20	Garstang Road, Bowgreave	Financial contributions to sustainable transport initiatives.
SA1/21	Land South of Calder House Lane, Bowgreave	Financial contributions to sustainable transport initiatives.
SA1/22	Garstang Country Hotel and Golf Club, Garstang Road, Bowgreave	Financial contributions to sustainable transport initiatives.
SA1/23	Daniel Fold Farm, Daniel Fold Lane, Catterall	Financial contributions to sustainable transport initiatives.
SA1/24	Daniel Fold Phase 2, Daniel Fold Lane, Catterall	Financial contributions to sustainable transport initiatives.
SA1/25	Land off Garstang Road, Barton	Financial contributions to sustainable transport initiatives.
SA1/26	Land Rear of Shepherd's Farm, Barton	Financial contributions to sustainable transport initiatives.
SA1/27	Land Rear of 867 Garstang Road, Barton	Financial contributions to sustainable transport initiatives.
SA3/2	Joe Lane, Catterall	Financial contributions to sustainable transport initiatives.
SA3/3	Land West of Great Eccleston, Great Eccleston	Land for: Primary school Health centre

Ref.	Site	Proposed Supporting infrastructure
		Community hall
SA3/4	Forton Extension, Forton	Land for: Primary school Health centre Community hall
SA3/5	Land West of the A6, Garstang	Financial contributions to sustainable transport initiatives.

Note – delivery subject to agreement with third party organisations.

Appendix 2 – Residential, Employment and Mixed Use Allocations (planning status summary)

Appendix 2a – Residential Allocations (policies SA1/SA3/SA4) – Planning Status 31/03/17

Site ref	Location	Site	Size (ha)	Dwellings	Planning status
SA1/1	Fleetwood	West of Broadway	1.05	25	New
SA1/2	Thornton	Lambs Road/Raikes Road	20.95	437	Part pp
SA1/3	Thornton	Pheasant Wood	8.48	153	New
SA1/4	Thornton	Bourne Poacher	0.47	42	MTA
SA1/5	Poulton-le-Fylde	South East Poulton	7.83	236	New
SA1/6	Poulton-le-Fylde	Land at Garstang Road	24.8	516	PP
SA1/7	Poulton-le-Fylde	Land off Moorland Road (Rear of St. Johns Hall)	1.94	48	PP
SA1/8	Poulton-le-Fylde	South of Blackpool Rd	19.54	154	New
SA1/9	Stalmine	South Stalmine	8.1	162	Part pp
SA1/10	Pilling	North of Garstang Road	1.69	40	PP
SA1/11	Cleveleys	North of Norcross Lane	9.21	338	Part pp
SA1/12	Hambleton	Land at Arthurs Lane	10.78	165	MTA
SA1/13	Inskip	Inskip Extension	17.79	255	Part pp
SA1/14	Hollins Lane	North of New Holly Hotel and Bodkin Cottage	2.13	38	Part pp
SA1/15	Hollins Lane	Land East of Hollins Lane	2.47	51	Part pp
SA1/16	Garstang	West of Cockerham Rd	5.81	100	New
SA1/17	Garstang	South of Prospect Farm	2.66	53	New
SA1/18	Garstang	South of Kepple Lane	4.31	105	Part pp
SA1/19	Bowgreave	Bowgreave House Farm	1.32	29	PP
SA1/20	Bowgreave	Garstang Road	2.36	46	MTA
SA1/21	Bowgreave	Land South of Calder House Lane	3.69	49	MTA
SA1/22	Bowgreave	Garstang Country Hotel And Golf Club Garstang Road	4.7	95	MTA
SA1/23	Catterall	Daniel Fold Farm, Daniel Fold Lane	5.02	122	PP
SA1/24	Catterall	Daniel Fold Farm Phase 2, Daniel Fold Lane	3.56	66	MTA
SA1/25	Barton	Land of Garstang Road	3.65	72	MTA
SA1/26	Barton	Land Rear of Shepherds Farm	2.35	34	MTA
SA1/27	Barton	Rear of 867 Garstang Road	0.93	26	New
SA3/1	Fleetwood	Fleetwood Dock and Marina	32.67	120	New

Site ref	Location	Site	Size (ha)	Dwellings	Planning status
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	9.84	242	PP
SA3/3	Gt Eccleston	Land West of Great Eccleston	33.70	590	Part pp
SA3/4	Forton	Forton Extension	29.63	468	New
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	16.64	270	MTA/New
SA4	Thornton	Hillhouse Technology Enterprise Zone	137.75	250	New

Appendix 2b – Employment Allocations (policies SA2/SA3/SA4) – Planning Status 31/03/17

Site ref	Location	Site	Employment (ha)	Planning status
SA2/1	Other	Carrfield Works	0.34	PP
SA2/2	Other	Valiants Farm	1.58	PP
SA2/3	Catterall	Riverside Industrial Park Extension	3.42	New
SA2/4	Catterall	South of Goose Lane	1.00	New
SA3/1	Fleetwood	Fleetwood Dock and Marina	7.5	Part PP/ New
SA3/2	Catterall	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	0.95	PP
SA3/3	Great Eccleston	Land West of Great Eccleston	1.00	New
SA3/4	Forton	Forton Extension	1.00	New
SA3/5	Garstang	Land West of the A6 (Nateby Crossing)	4.68	Part MTA/ Part New
SA4	Thornton	Hillhouse Technology Enterprise Zone	13.00	New

Note - Correct as of 31st March 2017. FULL – Full planning permission; O/L – Outline planning permission; MTA – Minded to Approve; New – do not have planning permission or minded to approve

Appendix 3 - Allocations by Settlement and Planning Status as of 31st March 2017

Appendix 3 provides a summary of all allocations (SA1, SA2, SA3, SA4, SA5 and SA7) by settlement (presented in alphabetical order). It sets out the planning position as of 31st March 2017 and in the commentary notes any changes up to 31st July 2017.

Acronyms and terminology

Ha – hectares

Plan. app. ref.- this is the planning application reference number where an application has been received or decided upon.

Type – the type of planning permission sought or granted:

- FULL – full planning permission
- O/L – outline planning permission
- R/M – reserved matters planning permission

Decision – the decision of the council on a planning application:

- MTA – a decision by the council to approve a planning application subject to the signing of a legal agreement, usually on matters such as affordable housing and public open space provision.
- PP – this indicates that a planning permission has been granted

Proposed dwellings – dwelling proposed through a planning application.

Total allocation dwellings – the total allocation site capacity.

Proposed employment – employment proposed through a planning application in hectares (ha).

Total employment allocation – the total allocation site capacity for employment

n/a – not applicable

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed dwellings	Total allocation dwellings	Notes
Catterall	SA1/23	Daniel Fold Farm, Daniel Fold Lane	5.02	14/00681	O/L	PP	11/5/16	11/05/19	122	122	Planning position has changed since 31 st March 2017. Reserved matters for 117 dwellings approved 26/6/17 (16/00987).
Catterall	SA1/24	Daniel Fold Farm Phase 2, Daniel Fold Lane	3.56	16/00144	O/L	MTA	22/03/17	n/a	66	66	Outline approval for residential and a medical centre.
Catterall	SA3/2	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	9.84	15/00248	O/L	PP	27/11/15	27/11/18	242	242	15/00248 includes 200 market houses and 42 dwelling retirement scheme, employment development, new village centre (retail) and a family pub. Planning position has changed since 31/3/17 as follows: 16/00743 – retail element - r/m approved 16/6/17. 16/01065 – r/m scheme of 200 dwellings (out of 242) approved 27/6/1. Expires 27/6/19.
			18.42							430	
Cleveleys	SA1/11	North of Norcross Lane	9.21	13/00200	O/L	PP	08/12/15	08/12/18	220	338	B1 (office), retail (supermarket, Class A1/A2/A3/A4 and A5 uses). Allocation assumes B1 uses

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed dwellings	Total allocation dwellings	Notes
											are not developed and includes additional land.
			9.21							338	
Fleetwood	SA1/1	West of Broadway	1.05	n/a	n/a	n/a	n/a	n/a	n/a	25	
Fleetwood	SA3/1	Fleetwood Dock and Marina	32.67	n/a	n/a	n/a	n/a	n/a	0	120	15/00457 outline B2 business park on part of the site MTA 2/12/15.
			33.72							145	
Forton	SA3/4	Forton Extension	29.63	n/a	n/a	n/a	n/a	n/a	n/a	468	
Garstang	SA1/16	West of Cockerham Rd	5.81	n/a	n/a	n/a	n/a	n/a	n/a	100	
Garstang	SA1/17	South of Prospect Farm	2.66	n/a	n/a	n/a	n/a	n/a	n/a	53	
Garstang	SA1/18	South of Kepple Lane	4.31	14/00053	O/L	PP	07/04/14	07/04/17	75	105	14/00053 - 75 dwellings approved on part of the site. Reserved matters now submitted (17/00305). Application for 50 dwellings submitted on the remainder of the site (17/00579).

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed dwellings	Total allocation dwellings	Notes
Garstang	SA3/5	Land West of the A6 (Nateby Crossing)	16.64	16/00241	O/L	MTA	22/03/17	n/a	269	270	16/00241 - 269 dwellings, employment and retail. Planning position has changed since 31/3/17 - 14/00458 270 dwellings plus employment and retail area granted on appeal 19/04/17. Expires 19/04/20. Allocation site capacity based on the approved scheme.
			29.42							5.28	
Gt Eccleston	SA3/3	Land West of Great Eccleston	33.70	16/00973	R/M	PP	17/02/17	17/2/19	90	590	
Hambleton	SA1/12	Land at Arthurs Lane	10.78	16/00217	O/L	MTA	01/03/17	n/a	165	165	
Hollins Lane	SA1/14	North of New Holly Hotel and Bodkin Cottage	2.13	15/00450	O/L	PP	02/06/16	02/06/19	19	38	Planning position has changed since 31/3/17. Original approval for 19 dwellings on part of the site. 38 dwellings proposed on the whole site (16/00835) – MTA 15 May 2017.
Hollins Lane	SA1/15	Land East of Hollins Lane	2.47	15/00968	O/L	PP	09/09/16	9/09/19	8	51	Eight dwellings approved on the road frontage. Further

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed dwellings	Total allocation dwellings	Notes
											outline application for up to 43 dwellings 17/00233.
			4.60							89	
Inskip	SA1/13	Inskip Extension	17.79	16/00481	O/L	PP	01/02/17	01/02/20	55	255	Large extension, part of which has outline planning permission on some 3.12ha for 55 dwellings and space for a retail unit.
Pilling	SA1/10	North of Garstang Road	1.69	14/00526	O/L	PP	01/05/15	01/05/18	40	40	
Poulton-le-Fylde	SA1/5	South East Poulton	7.83	n/a	n/a	n/a	n/a	n/a	n/a	236	Planning position has changed since 31/3/17. Part of the site has outline planning permission (16/01043) for 130 dwellings as of 12/4/17. A proposal for 108 dwellings (16/00742) has been Minded to Approve on 7/6/17 subject to the signing of a S106 agreement.
Poulton-le-Fylde	SA1/6	Land at Garstang Road	24.80	15/00298	Full	PP	13/2/17	13/02/20	516	516	Full planning permission for a scheme involving two house builders.
Poulton-le-Fylde	SA1/7	Land off Moorland Road (Rear of St. Johns Hall)	1.94	16/00659	R/M	PP	27/01/17	27/01/19	48	48	Work has started on site preparations as of 31 st July 2017.

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed dwellings	Total allocation dwellings	Notes
Poulton-le-Fylde	SA1/8	South of Blackpool Rd	19.54	n/a	n/a	n/a	n/a	n/a	n/a	154	
			54.11							954	
Stalmine	SA1/9	South Stalmine	8.10	14/00226	O/L	PP	13/8/14	13/8/17	77	162	Allocation with two separate parcels, one of which has the benefit of planning permission for 77 dwellings. Planning position has changed since 31/3/17. R/M for 77 dwellings approved 18/4/17 (17/00026). Expires 18/4/19.
Thornton	SA1/2	Lambs Road/Raikes Road, Thornton	20.95	14/00553	O/L	PP	21/9/16	21/09/19	165	437	Outline planning permission granted on 5.81ha of the whole site. Reserved matters application for the 165 dwellings pending a decision.
Thornton	SA1/3	Pheasant Wood	8.48	n/a	n/a	n/a	n/a	n/a	n/a	153	
Thornton	SA1/4	Bourne Poacher, Thornton	0.47	16/00853	Full	MTA	16/03/17	n/a	42	42	Planning position has changed since 31/3/17. S106 signed and full approval issued 10/5/17. Expires 10/5/20.
Thornton	SA4	Hillhouse	137.75	n/a	n/a	n/a	n/a	n/a	n/a	250	Size is the full enterprise zone allocation.
			167.65						207	882	
ALL			437.82						2,544	5,397	

Appendix 3b - Employment Allocations by Settlement and Planning Status as of 31/3/17

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed employment (ha)	Total employment allocation (ha)	Notes
Catterall	SA2/3	Riverside Industrial Park Extension	3.42	n/a	n/a	n/a	n/a	n/a	n/a	3.42	Planning position has changed since 31/3/17 as follows: 16/00955 – Outline PP approved 27/07/17 for 3.42ha B2. Expires 27/07/20
Catterall	SA2/4	South of Goose Lane	1.46	n/a	n/a	n/a	n/a	n/a	n/a	1.00	Planning position has changed since 31/3/17 as follows: 16/00513 – Outline MTA 30.06.2017 for 1ha B1/B8. Expires 30/06/17
Catterall	SA3/2	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	9.84	15/00248	O/L	PP	27/11/15	27/11/18	0.95	0.95	15/00248 includes 0.95ha employment development and 200 market houses, 42 dwelling retirement scheme, new village centre (retail) and a family pub. Planning position has changed since 31/3/17 as follows: 16/00743 – retail element - r/m approved 16/6/17. 16/01065 – r/m scheme of

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed employment (ha)	Total employment allocation (ha)	Notes
											200 dwellings (out of 242) approved 27/6/1.
										5.37	
Fleetwood	SA3/1	Fleetwood Dock and Marina	32.67	15/00457	O/L	MTA	2/12/2015	n/a	4.32	7.5	15/00457 outline B2 business park on part of the site MTA 2/12/15.
										7.5	
Forton	SA3/4	Forton Extension	29.63	n/a	n/a	n/a	n/a	n/a	n/a	1.00	Site does not have planning permission.
										1.00	
Garstang	SA3/5	Land West of the A6 (Nateby Crossing)	16.64	16/00241	O/L	MTA	22/03/17	n/a	2.60	4.68	16/00241 - 2.6ha employment and includes 269 dwellings and retail. Planning position has changed since 31/3/17 - 14/00458 granted on appeal for 4.68ha plus 270 dwellings and retail. Expires 19/04/20. Allocation site capacity based on the approved scheme.
										4.68	

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed employment (ha)	Total employment allocation (ha)	Notes
Gt Eccleston	SA3/3	Land West of Great Eccleston	33.70	n/a	n/a	n/a	n/a	n/a	n/a	1.00	Site does not have planning permission for employment. 16/00973 Reserved matters approved 17/02/17 for 90 dwellings. Expires 17/02/19
										1.00	
Other	SA2/1	Carrfield Works	0.34	16/01054	Full	6/02/17	PP	6/02/2020	0.34	0.34	16/01054 - planning permission for whole site
Other	SA2/2	Valiants Farm	1.58	15/00084	COU	16/07/15	PP	16/07/2018	1.58	1.58	15/00084 – planning permission for whole site
										1.92	
Thornton	SA4	Hillhouse	137.75	n/a	n/a	n/a	n/a	n/a	n/a	13.00	Size is the full enterprise zone allocation.
										13.00	
ALL										34.47	

Appendix 3c – Economic and Employment Allocations by Settlement and Planning Status as of 31/3/17 – sites do not contribute to the employment supply

Location	Site ref	Site	Size (ha)	Plan. app. ref.	Type	Decision	PP granted / MTA decision	Expires	Proposed employment (ha)	Total allocation (ha)	Notes
Catterall	SA7	Brockholes Industrial Estate Extension	32.49	n/a	n/a	n/a	n/a	n/a	n/a	32.49	Site does not have planning permission
Fleetwood	SA5	Port of Fleetwood	7.00	n/a	n/a	n/a	n/a	n/a	n/a	7.00	Site is the Port of Fleetwood.

Appendix 4 – Allocations by Settlement

This appendix explains the allocations for residential, mixed use and employment use (policies SA1, SA2, SA3, SA4 and SA7) by settlement. Settlements where no allocations are made are not included but identified under “other”.

Evidence produced by Lancashire County Council recommends a cap on dwellings for settlements across the borough due to highway constraints. This appendix outlines the cap for each settlement and how the allocations have been made to fit within the cap. The cap itself assumes residential permissions before February 2017 are committed developments. They therefore lie outside of the cap. The highways evidence divides the borough’s settlements into two broad categories – those that lie along, or are proximate to, the A6 corridor and the rest, which are termed “peninsula”. The A6 corridor further divides settlements into three categories:

1. A6 severe restriction zone
2. A6 zone of restriction
3. A6 outside of the restriction zone

Employment and other non-residential allocations are not affected by the cap.

This appendix groups settlements according to the categorisations in the highways evidence. For each settlement or group of settlements it:

- Identifies committed sites and those that are allocated to meet the cap;
- Identifies all allocations (residential, employment and mixed use), whether impacted by the cap or not;
- Provides a commentary on the allocations
- Identifies the reasonable alternative options and provides a commentary on their suitability for allocation.

A6 Severe Restriction Zone - Highways cap = 858 dwellings

The A6 is a significant highway passing in a south/north direction through the east of the borough. A number of the borough’s settlements lie along its length, including Garstang - the largest and most populous settlement in rural Wyre. On the 22nd March 2017 the council’s planning committee considered nine major residential planning applications along the A6. A further application was considered on 3rd May 2017. In total, these 10 sites equated to a potential supply of 858 dwellings. In their highways evidence, LCC acknowledged these applications and took the view that the combined capacity reflected the capacity of the highway network along a substantial proportion of the A6 within a zone of severe restriction.

On the 22nd March one application of 183 dwellings was refused. The remainder received a recommendation to approve (“Minded to Approve”) subject to the signing of individual S106 agreements, partly relating to highway improvement works. Since the 858 dwellings was deemed to be equivalent to the highway cap, this situation left the local plan to allocate a site or sites up to 183 dwellings in capacity in the severe restriction zone. To inform the allocation a review of known sites (based on the 2017 Strategic Housing Land Availability Assessment) along the A6 severe restriction zone was undertaken. Annex A describes in detail the methodology and its outcomes. In summary, the review has identified three sites capable of accommodating the full 183 dwellings. These are:

Reference	Location	Size (ha)	Dwellings	Comment
SA1/16	West of Cockerham Road, Garstang	5.81	100	Allocation includes the provision for a new school.
SA1/17	Land South of Prospect Farm, West of the A6, Garstang	2.68	53	
SA1/18	South of Kepple Lane, Garstang	4.31	30	Included part of a larger allocation of 105 dwellings in total.

Note that an application for 18 dwellings was included in the ten applications and hence within the cap, but is not allocated. The allocated cap is therefore 858-18 which equals 840 dwellings. The Local Plan position for the severe restriction zone is therefore as set out in the table below.

Location	Site ref	Site	Committed dwellings	Dwellings contributing to the cap	Total allocation dwellings
Barton	SA1/25	Land of Garstang Road	0	72	72
Barton	SA1/26	Land Rear of Shepherds Farm	0	34	34
Barton	SA1/27	Rear of 867 Garstang Rd	0	26	26
Bowgreave	SA1/19	Bowgreave House Farm	29	0	29
Bowgreave	SA1/20	Garstang Road	0	46	46
Bowgreave	SA1/21	Land South of Calder House Lane	0	49	49
Bowgreave	SA1/22	Garstang Country Hotel And Golf Club Garstang Road	0	95	95
Catterall	SA1/23	Daniel Fold Farm, Daniel Fold Lane	122	0	122
Catterall	SA1/24	Daniel Fold Farm Phase 2, Daniel Fold Lane	0	66	66

Location	Site ref	Site	Committed dwellings	Dwellings contributing to the cap	Total allocation dwellings
Catterall	SA3/2	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	242	0	242
Garstang	SA1/16	West of Cockerham Rd	0	100	100
Garstang	SA1/17	South of Prospect Farm	0	53	53
Garstang	SA1/18	South of Kepple Lane	75	30	105
Garstang	SA3/5	Land West of the A6 (Nateby Crossing)	0	270	270
Total			468	841	1,309

Note - SA3/5 - Position as of February 2017 - 269 dwellings awaiting decision as part of a large mixed use scheme. However 270 dwellings plus employment and retail were granted on appeal 19/04/17. The larger scheme has been taken as the basis for the allocation as this represents the maximum number of dwellings and is the approved position. In effect there is a discrepancy of 1 dwelling over and above the cap which will be addressed prior to submission.

Barton

Commentary - Allocations at Barton are for residential development only, as follows:

Ref	Site	Size (Ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/25	Land of Garstang Road	3.65	MTA	72	0	72
SA1/26	Land Rear of Shepherds Farm	2.35	MTA	34	0	34
SA1/27	Rear of 867 Garstang Road	0.93	Residential application pending decision	0	26	26
Total		6.93		106	26	132

MTA = planning permission Minded to Approve subject to the signing of a legal agreement

Barton sits within the A6 severe restriction zone according to the highway evidence. It is a Main Rural Settlement in the local plan settlement hierarchy. The allocations reflect three planning applications of a total of 132 dwellings out of the overall A6 severe restriction zone allocation cap of 840 dwellings. It is noted that the residential planning application at SA1/25 includes up to 320sqm (gross) retail floor space (Use Class A1). SA1/27 was pending a decision on a scheme of 26 dwellings as of 31st March 2017. The site is considered to lie in a sustainable location with excellent access to bus services along the A6 and as such the allocation reflects the subsequent approval.

Reasonable alternatives options - Allocations reflect planning approvals and the location of sequentially preferable sites in Garstang up to the highways cap (see Annex 1).

Additional Infrastructure - None

Bowgreave

Commentary - Allocations at Bowgreave are for residential development only.

Ref	Site	Size (Ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/19	Bowgreave House Farm	1.32	Outline planning permission	29	0	29
SA1/20	Garstang Road,	2.36	MTA	46	0	46
SA1/21	Land South of Calder House Lane	3.69	MTA	49	0	49
SA1/22	Garstang Country Hotel And Golf Club Garstang Road	4.70	MTA	95	0	95
Total		12.07		219	0	219

MTA = planning permission Minded to Approve subject to the signing of a legal agreement

Bowgreave sits within the A6 severe restriction zone according to the highway evidence and is a Main Rural Settlement in the settlement hierarchy.

Residential allocation (SA1/19) has been made to reflect an outline planning permission for 30 dwellings less one farmhouse dwelling to be demolished as part of the scheme, giving a net capacity of 29 dwellings. This site was treated as an existing commitment for the purposes of the highways evidence.

The remaining residential allocations at Bowgreave (SA1/20, SA1/21 and SA1/22) have been dictated by the highways cap for the A6 severe restriction zone. The three planning applications were considered by the council's Planning Committee on 22 March 2017 which granted approval subject to the signing of Section 106 agreements.

It is noted that allocation SA1/21 includes an area of land within flood zone 3. In accordance with the principle of directing development away from areas of flood risk, the allocation policy for this site requires the built development to take place outside of flood zone 2 and 3.

SA1/20, SA1/21 and SA1/22 contribute 190 dwellings to the overall A6 severe restriction zone allocation cap of 840 dwellings.

Reasonable alternatives options - Allocations reflect planning approvals and the location of sequentially preferable sites in Garstang up to the highways cap (see Annex 1).

Additional Infrastructure - None

Catterall

Commentary - Allocations at Catterall are for residential, mixed use and employment uses.

Planning Status

Alloc. Ref	Site	Status 31/3/17	Size (ha)	Dwellings			Employment (ha)		
				PP/MTA	New	Total	PP/ MTA	New	Total
SA1/23	Daniel Fold Farm, Daniel Fold Lane	Outline permission	5.02	122	0	122	n/a	n/a	n/a
SA1/24	Daniel Fold Farm Phase 2, Daniel Fold Lane	MTA	3.56	66	0	66	n/a	n/a	n/a
SA3/6	Joe Lane (land bounded by Garstang Road, A6 and Joe Lane)	Outline planning permission	9.84	242	0	242	0.95	0	0.95
SA2/3	Riverside Industrial Park Extension	New	3.42	n/a	n/a	n/a	0	3.42	3.42
SA2/4	South of Goose Lane	New	1.46	n/a	n/a	n/a	0	1.00	1.00
SA7	Brockholes Industrial Estate Extension (Development Opportunity)	New	32.49	n/a	n/a	n/a	0	0	0 ⁸
Total			18.42	430	0	430			5.37⁹

MTA - planning permission Minded to Approve subject to the signing of a legal agreement; PP - Permitted

Catterall sits within the A6 severe restriction zone according to the highway evidence and is a Rural Service Centre in the settlement hierarchy.

⁸ SA7 – Brockholes Industrial Estate Extension is a development opportunity site and does not contribute to the employment supply – see 6.10 for further information.

⁹ SA7 – Brockholes Industrial Estate Extension is not included in the total supply

Six sites are allocated for development in Catterall covering residential, mixed use and employment uses. One of these – SA7 is allocated as a development opportunity for employment but does not contribute to the employment land supply.

Residential - Two sites are allocated for residential development only.

SA1/23 reflects an outline planning permission for 122 dwellings granted on 11 May 2016 and was treated as an existing commitment for the purposes of the highways cap.

The allocation of site SA1/24 reflects an outline planning application for 66 dwellings and medical centre considered by the council’s planning committee on 22 March 2017 as one of the tranche of ten A6 sites. The application was Minded to Approve subject to the signing of a S106 agreement. SA1/24 contributes 66 dwellings to the overall A6 severe restriction zone allocation cap of 840 dwellings.

Mixed Use - One site (SA3/6 – Joe Lane) is allocated for mixed use development based on a permitted scheme (15/00248) which includes 242 dwellings plus 0.95ha of employment land and 0.68ha of retail. This site was treated as an existing commitment for the purposes of the highway evidence. The retail aspects of the permitted scheme provides a local centre for Catterall and this is identified within the retail hierarchy set out in Local Plan policy EP4.

Employment - Two sites are allocated for employment and contribute to the employment land supply and one site is allocated that is a development opportunity. Initially, six individual sites or larger areas of land in Catterall were considered as part of the allocation process for employment use. All six sites were identified in the Issues & Options document as sites potentially suitable for employment or a mix of uses and all six sites were considered in the Employment Land Study. The sites are:

ELS ref	I&O ref	Site	Size (ha)
WY 00 06a	IO_06	Catterall Gates Lane South West	3.60
WY 00 06b	IO_111	Catterall Gates Lane South Extension	4.33
WY 00 07a	IO_113	Beech House Field	2.04
WY 00 07b	IO_115	South of Goose Lane	1.46
WY 00 08a	IO_05	Company expansion land south east of Brockholes Way	3.13
WY 00 08b	IO_05	Brockholes Way Expansion	36.29

Of the six, one site was sieved out of consideration for the reasons set out below. The site was not considered to be reasonable alternative options:

ELS ref	I&O ref	Site	Reasons
WY 00 08a	IO_05	Company expansion land south east of Brockholes Way	Employment scheme under construction.

The remaining five sites were considered for allocation as follows:

WY 00 06a (IO_06) and WY 00 06b (IO_111) - The two sites are a large area of land located to the south of Catterall Gates Lane. An existing employment area, Riverside Industrial Park operates to the north of Catterall Gates Lane. One site (IO_06) was considered in the Issues and Options for employment and one site (IO_111) was considered in the Issues and Options for mixed use.

The ELS considered the two parcels (WY/00/06a and WY/00/06b) of land immediately adjacent to the existing Riverside Industrial Park. The allocation boundary includes parts of the two ELS parcels. For one parcel (WY/00/06a), the ELS recommended the whole site (3.12ha) to be allocated for employment expansion to support the future expansion of Collinson plc. For one parcel (WY/00/06b), the ELS recommends the site to be allocated for mixed-use with employment (1.84ha).

Subsequently to the ELS, an outline planning permission (14/00681/OUTMAJ) has been approved for residential development on part of ELS parcel WY/00/06a and WY/00/06b. At 31 March 2017 base date, there was a pending planning application (16/00955/OULMAJ) for 3.42ha of employment land proposed on the residual area of WY/00/06a and part of WY/00/06b. At the updated position of 31 July 2017, the site had received planning permission.

The Local Plan allocation (SA2/3 – Riverside Industrial Park Extension) reflects the planning application boundary.

For the residual area of WY 00 06b (IO_111), the landowner is unwilling to release the land for employment development.

WY 00 07a (IO_133) - Beech House Field forms part of a larger site that was considered in the Issues and Options (IO_133) for mixed use. The site (SA3/6 – Joe Lane) is allocated for mixed use development based on a permitted scheme (15/00248/OUTMAJ) which includes 0.95ha of employment land plus 242 dwellings. This site is an existing employment commitment.

WY 00 07b (IO_115) - South of Goose Lane is a triangle shaped area of land enclosed by A6 Preston Lancaster New Road, B6430 Garstang Road and Goose Lane. The established Brockholes Way Industrial Estate is located to the east.

The site was considered in the ELS and recommended the whole site for employment (1.46ha gross). The site was considered in the Issues and Options (IO_115) for mixed use. At 31 March 2017 base date, there was a pending planning application (16/00513/OUTMAJ) for the whole site that includes 1.00 ha employment and a retail element. The provision of 1.00 ha of employment is 0.46ha short of the 1.46ha recommended for B-class employment

in the ELS. It is accepted by the council that the 1.46ha is an indicative amount and only reflective of a 'best case scenario' in terms of construction costs, development finance and planning obligation terms. The relative proportions of the site that would be needed to be developed for mix of uses to support the provision of employment land would be dependent on the current state of the market and viability and deliverability terms and the requirements for planning obligations such as highways improvements. The provision of a retail element will also assist in supporting employees of the existing Brockholes Way Industrial Estate that currently have limited offer for employees. At the updated position of 31 July 2017, the site was minded to approve subject to the signing of a section 106 agreement.

The site is therefore allocated (SA2/4 – South of Goose Lane) in the Local Plan for 1.00 ha of employment.

WY 00 08b (IO_05) - The Brockholes Way Expansion site is considered and allocated under Policy SA7 – Brockholes Industrial Estate Extension, see section 6.10 for further information.

Reasonable alternatives options

Residential and Mixed Use - residential and mixed use allocations reflect planning approvals and the location of sequentially preferable sites in Garstang up to the highways cap (see Annex A).

Employment – there are no alternative options for employment

Additional infrastructure - SA1/24 is subject to a Minded to Approve decision for residential development and a proposed medical centre although it has not been confirmed by the appropriate CCG that this latter use will be implemented.

Garstang

Commentary – There are four allocations for development at Garstang – three for residential and one for mixed use.

Alloc. Ref	Site	Size (ha)	Planning Status 31/3/17	Dwellings			Employment (ha)		
				PP/MTA	New	Total	PP/MTA	New	Total
SA1/16	West of Cockerham Rd	5.81	n/a	0	100	100			n/a
SA1/17	South of Prospect Farm	2.66	n/a	0	53	53			n/a
SA1/18	South of Kepple Lane	4.31	Part with outline planning permission	75	30	105			n/a
SA3/5	Land West of the A6 (Nateby Crossing)	16.64	MTA	269	1	270	2.60	2.08	4.68
Total		29.42		344	184	528	2.60	2.08	4.68

MTA = planning permission Minded to Approve subject to the signing of a legal agreement; PP – Planning permission

Garstang is the pre-eminent settlement in rural Wyre and significantly outcores other settlements along the A6 in terms of access to services and facilities. It is the sole rural Key Service Centre in the Local Plan settlement hierarchy. Garstang sits within the A6 severe restriction zone according to the highway evidence. Accordingly, residential allocations at Garstang are strongly influenced by the A6 severe restriction zone highways allocation cap of 840 dwellings. There are a total of four allocation with a residential component - three residential allocations and one mixed use allocation.

Residential

Sites SA1/16 and SA1/17 are new residential allocations that have been identified through the exercise detailed in Annex A. The former is identified as the location for a new primary school as part of the residential allocation. This site is close to existing bus services and is well related to the existing built form. It is also close to the proposed development of 270 houses plus employment and retail provision at site SA3/5. SA1/17 is located in a sustainable position with access to the centre of Garstang, recreation facilities, health and primary school provision.

Site SA1/18 is a composite of an area of land with outline planning permission for 75 dwellings and a “new” allocation comprising adjacent land at Dunollie Farm identified through the exercise described in Annex A. Both areas are part of a larger residential allocation contained in the 1999 Wyre Local Plan (the Dunollie Farm site was put forward for residential development by the landowner through the Issues and Options consultation). The new Local Plan continues the allocation of this site sustainably located close to Garstang

town centre. The Dunollie Farm part of the allocation includes an area within flood zone 2 and 3. As related above, it is an aim of the Local Plan to direct development to areas of lower flood risk. However the locational sustainability benefits of the site need to be considered in the planning balance. As such the allocation attached to this sustainably located site requires the built development to lie outside of these flood zones. The Local Plan assumes a total capacity of 105 dwellings for SA1/8, based upon the approval of 75 dwellings and an assumed 30 dwellings on land outside of the flood zone at Dunollie Farm. The latter assumes 1.11ha lies outside of the flood zone. The net developable area is 0.89ha (80% of 1.11ha). Multiplied by a standard density of 30 dwellings per hectare, gives 27 dwellings. This has been rounded to 30 dwellings given the approximate nature of the calculation.

Mixed Use

SA3/5 is allocated for mixed use development with residential, employment and retail components. It is one of the tranche of 10 A6 sites referred to above. A mixed use scheme for employment, 269 dwellings and retail use was considered by planning committee on 22nd March 2017, who were minded to approve the scheme subject to a S106 agreement. This decision post-dates an earlier refusal of a similar scheme (which included 270 dwellings). This latter scheme was subsequently approved on appeal on 19th April 2017. The allocation is based on the now approved scheme of 270 dwellings and 4.68ha of employment.

Employment

In addition to SA3/5, one site was considered for employment. The site (WY 00 04) was considered in the ELS. The site is located to the north of an existing employment site on Longmoor Lane. The site is considered in the Issues and Options (IO_08) for employment.

The site is identified as an existing employment commitments in the adopted 1999 Wyre Local Plan and part of this employment commitment allocation has subsequently been developed for employment.

The ELS identified that WY 00 04 could only be accessed via the existing employment site that fronts onto Longmoor Lane. It is understood that the owners of the existing employment site are also the landowners of WY 00 04 and at the time of ELS 2012, site WY 00 04 was recommended for the expansion of the existing employment site.

The existing employment site have subsequently been submitted for consideration for residential development in the call for sites 2014.

The site was considered in the SHLAA but sieved out because the site is an existing employment site.

The Publication Local Plan includes the existing employment site within the settlement boundary of Garstang. Policy SP4 and EP8 of the Publication Local Plan supports in principle the expansion of existing businesses within the countryside area where it accords with relevant criteria. The residual area of WY 00 04 is located within the countryside and not allocated for employment. It is considered that the policies in the Publication Local Plan are sufficient to allow WY 00 04 to come forward for employment development as an extension of the existing employment site and WY 00 04 is not allocated for employment.

The site is not considered as a reasonable alternative option.

Reasonable alternative option

Residential – allocations reflect the A6 severe restriction zone cap and the outcome of the exercise detailed in Annex A.

Employment – there are no alternative options for employment.

Additional infrastructure - Proposed new primary school at SA1/16 which is located in a sustainable location and close to local bus routes.

A6 Restriction Zone – Highways cap = 200 dwellings

There are two settlements with the A6 restriction zone – Inskip and St. Michaels. The figure of 200 dwellings given in the highways evidence as the highways cap relates to both Inskip and St Michaels. St. Michaels is significantly impacted upon by flood zones 2 and 3. Inskip lies in an area generally at lesser flood risk and as such in line with framing principle 3 above is sequentially preferable as a location, therefore there are no residential allocations in St. Michaels. There are no other allocations proposed in St. Michaels.

Inskip

Commentary - There is a single but extensive residential allocation at Inskip (SA1/13). There are no other allocations proposed in Inskip.

Alloc.	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings
SA1/13	Inskip Extension	17.79	Part with outline planning permission/part new	55	200	255

* Permitted

Inskip lies in the A6 restriction zone along with the village of St Michaels according to the highways evidence. It is a Main Rural settlement in the Local Plan settlement hierarchy.

The allocation at Inskip is therefore for 200 new dwellings plus 55 dwellings with the benefit of an outline planning permission (treated as an existing commitment for highway evidence purposes). The latter proposal includes land set aside for a retail unit.

Seven individual sites or larger areas of land have been considered as part of the allocation process. All were identified in the Issues and Options document as sites potentially suitable for a mix of uses and were considered in both the Strategic Housing Land Availability Assessment 2017 (SHLAA) and Sustainability Appraisal. The sites are:

SHLAA ref	I&O ref	Site	Size (ha)
INS_01	IO_72	Carr House Farm	0.60
INS_02	IO_73	North of Preston Road	17.88
INS_03	IO_72	School Lane	17.44
INS_05	IO_68	Land South of Preston Road/Inskip Primary School	21.01
INS_06	IO_69	Higham Side Road/Preston Road	3.57
INS_07	IO_71	Dead Dam Bridge, Preston Road	3.47
INS_08	IO_70	South of Derby Arms	5.67

Of the seven, three were sieved out of the SHLAA for the reasons set out below. These sites are not considered to be reasonable options:

SHLAA ref	I&O ref	Site	Reasons
INS_01	IO_72	Carr House Farm	Current residential use precludes development.
INS_03	IO_72	School Lane	Flood risk
INS_08	IO_70	South of Derby Arms	In a detached or isolated location.

The remaining four sites were identified as suitable and available in the 2017 SHLAA. It is noted that sites INS_02, 05 and 07 are in the same ownership.

INS_02 is a large area of fields on the north western edge of the village. It is farmed by the tenant farmer that occupies INS_05 and is held on a five year lease. Part of the site has planning permission for 55 dwellings – a split site approval that includes land at INS_05. The SHLAA does not identify any significant constraints to development but notes that:

- Parts are designated Mineral Safeguarding Area.
- Very good quality agricultural land - Agricultural Land Classification Grade 2.
- The site includes ponds.

As with other sites in Inskip there is access to a bus service along Preston Road which provides connectivity to Great Ecclestone and Preston. Development of the site for residential use is supported by the landowner and hence the site is deliverable.

INS_05 lies to the south west of the village and is currently occupied by an operational farm consisting of the farm house and associated buildings and fields. This land is farmed on an Agricultural Holdings Act tenancy. The SHLAA does not identify any significant constraints to development but notes that:

- Most of the site is covered by a Mineral Safeguarding Area.
- Very good quality agricultural land - Agricultural Land Classification Grade 2.
- Whitehouse Farmhouse, Grade II Listed lies to the NW.
- School directly west of the site.
- Above ground electricity infrastructure crosses the site.
- Flood zone 2 & 3 associated with the dyke on the southern margins.

Part of the land lies adjacent to the local primary school. Part of the site has planning permission for 55 dwellings – a split site approval that includes land at INS_02. The owner has indicated that they are not willing to support the allocation of the majority of this land owing to the uncertain deliverability caused by the nature of the tenancy. Generally, the site is therefore not deliverable, although the landowner has indicated that land fronting Preston Road may be available to form a village green and that land west of the school could support its extension if required.

INS_06 is good to moderate quality agricultural land (ALC3) to the south west of the village but separated by a watercourse. It is associated with an area of flood risk which covers the majority of the site (flood zones 2 and 3). The SHLAA notes:

- Watercourse to northern boundary.
- Hedgerows and trees to field boundaries.
- About 20% of the site is designated as a Mineral Safeguarding Area.
- Above ground electricity infrastructure crosses the site.

INS_07 has been considered for development, with the Parish council expressing a desire for a village green in this location with residential development. This land is located on the south eastern edge of the village opposite a public house and with immediate access to bus service on Preston Road which forms the western boundary and provides connectivity to Great Ecclestone and Preston. The land is good to moderate quality agricultural land (ALC3). The SHLAA notes that some 80% of the site is identified as a Mineral Safeguarding Area. However this land is crossed by an underground Ethylene pipeline. Health and Safety Executive consultation zones (inner, middle and outer) cross the site and place a significant uncertainty on developability and deliverability. Parts of the northern fringes are within flood zone 2 and 3.

The allocation - Out of the options available, the Local Plan allocates the majority of INS_02 and part of INS_05. The allocation is for 255 dwellings, is predominantly in a single large area of agricultural land, close to the existing school with the potential to provide direct linkages to recreational facilities on the north eastern edge of the village. It is in a single ownership and the owner has indicated support for the release of this land as an allocation for residential development. The allocation also includes land adjacent to the existing school which is to be held for a village green should this be determined to be an appropriate location. The council expects the allocation to come forward through a comprehensive and inclusive masterplanning process. The land is classed as very good quality agricultural land. However the reasonable alternative options are significantly constrained – INS_06 by flood risk and INS_07 by the presence of an Ethylene pipeline. Consideration has been given to the allocation of the whole of INS_05, however this is the site of an operational farm and its allocation is not supported by the landowner.

The allocated site is significant in scale and as such attracts negative score in the Sustainability Appraisal for impact on landscape/townscape character, views, water and biodiversity. Mitigation measures are recommended to address these issues and these have been addressed by SA1/13 where possible.

Reasonable alternatives options – The council has considered four sites as a reasonable alternative option to the allocation. The reasonable alternative options have been considered in the Sustainability Appraisal.

SA ref	Site	Size (ha)
AO/INS1	North of Preston Road/Pinfold Lane	4.28
AO/INS2	Higham Side Road/Preston Road	3.57
AO/INS3	Hodgkinsons Farm	17.20
AO/INS4	Dead Dam Bridge, Preston Road	3.47

AO/INS1 - North of Preston Road/Pinfold Lane lies directly north of the allocated site forming the remaining part of the general field area. The Sustainability Appraisal (SA) notes the proximity to the primary school, place of worship, village hall and bus services as positive aspects of the site. It notes several negative impacts including that relating to townscape and landscape character or views, water bodies (ponds) within the site and the potential to sever habitats.

AO/INS2 - Higham Side Road/Preston Road is equivalent to site INS_06. The SA notes the proximity to the primary school, place of worship, village hall and bus services as positive aspects of the site. It also identifies a positive rating for economy (within 1km of a key employment area). The SA notes the potential for moderate negative impact on landscape/townscape character and views. It also notes a double negative score for the water indicator.

AO/INS3 - Hodgkinsons Farm forms the large unallocated part of INS_05. The SA notes the proximity to the primary school, place of worship, village hall and bus services as positive aspects of the site. It also identifies a positive score for economy (within 1km of a key employment area). It notes the potential for major adverse impacts on landscape/townscape character, views and biodiversity.

AO/INS4 - Dead Dam Bridge/Preston Road is equivalent to site INS_07. The SA notes similar characteristics to AO/INS/02.

As may be expected from a range of similar sites in confined location, the SA identifies a number of common advantages and disadvantages with no significant differentiation. It suggests various mitigation measures including significant green infrastructure provision to address the issue of impact on the landscape and to support biodiversity. The allocations have been driven by a desire to steer development away from physical and flood risk constraints and by the need to identify land that is deliverable and as such has the support of the landowner.

Additional Social infrastructure – The policy associated with this allocation requires an extension to the existing school and land for a village green.

A6 outside of the Restriction Zone – Highways Cap = 530 dwellings

There are two settlements north of Garstang outside of the A6 severe restriction zone – Forton and Hollins Lane which lie adjacent to each other west and east of the A6. Both are subject to a highway cap. For Forton, the cap is set at 450 dwellings. For Hollins Lane the cap is set at 80 dwellings. The total cap for the two combined is therefore 530 dwellings.

Location	Allocation ref	Site	Committed dwellings	Dwellings contributing to the cap	Total allocation dwellings
Forton	SA3/4	Forton Extension	0	468	468
Hollins Lane	SA1/14	North of New Holly Hotel and Bodkin Cottage	19	19	38
Hollins Lane	SA1/15	Land East of Hollins Lane	8	43	51
Total			27	530	557

Note – SA3/4 includes 18 dwellings carried over from the Hollins Lane cap of 80 dwellings (original cap – Forton 450 dwellings, Hollins Lane 80 dwellings).

Forton

Commentary - Forton is a Main Rural Settlement in the Local Plan settlement hierarchy. There is a single mixed use allocation at Forton which consists of residential development (468 dwellings) plus 1 ha of employment land.

Planning Status:

Allocation ref	Site	Status 31/3/17	Dwellings				Employment (ha)
			Size (ha)	Permitted/ MTA	New	Total	
SA3/4	Forton Extension	New allocation	29.63	0	468	468	1.00
Total			29.63	0	468	468	1.00

The residential component includes an 18 dwelling shortfall from Hollins Lane (see below). The allocation is to be brought forward through a comprehensive masterplan which should incorporate supporting services and facilities (see below).

This scale of development is significant for a village of some 200 existing dwellings.

The Issues and Options document identifies five sites/broad areas as having the potential for residential and mixed use. These sites were all assessed in the 2017 SHLAA which considered an additional three sites. The eight sites are:

SHLAA ref	I&O ref	Site	Size (ha)
FOR_02	IO_81	South of Ribblesdale Drive	1.28
FOR_04	IO_83	Land East of Winder Lane	0.99
FOR_05	IO_82	West of Winder Lane	0.78
FOR_05_01	n/a	South West Winder Lane	0.87
FOR_06	n/a	South West School Lane	7.98
FOR_07	IO_84	South East School Lane	3.22
FOR_08	IO_85	North of School Lane	7.64
FOR_09	n/a	South of School Lane	0.41

FOR_02 is under construction and therefore not suitable for allocation. FOR_09 has an extant planning permission but is too small to allocate (and at the time of writing it is also under construction). FOR_04 was originally considered for allocation as part of a wider area, although the land owner has removed their original support. The land is not deliverable and therefore cannot be allocated

The remaining five sites were identified as suitable and available in the 2017 SHLAA.

FOR_05 and FOR_05_01 are two small field areas to the south of the village and in the same ownership. The SHLAA notes:

- No footpath at this point on Winder Lane.
- Narrowness of Winder Lane requires consideration.
- Telephone poles within the site.
- Part of the site is a Mineral Safeguarding Area.

The sites are well located in relations to village services and facilities and public transport (bus) on the A6.

FOR_06 is a more extensive area of agricultural land west of FOR_05 to the south west of the village. The SHLAA notes a number of matters for consideration:

- Ponds, plus numerous trees and hedgerows.
- Adjacent Forton United Reform Church - Grade II listed, as are three other associated structures.
- Public Right of Way FP7 passes through the site to School Lane. FP8 skirts the western edge of the western parcel of land.
- High pressure gas pipeline runs west of the site. Health and Safety Executive inner, middle and outer consultation zones sit within part of the site.
- The western parcel lies adjacent to a cricket ground.
- Tree Preservation Order 6 of 2017 affects the western edge of both parcels.

As with the all of the Forton sites, the land is well located for access to local services and facilities and bus transport on the A6.

FOR_07 (note that the site boundary in the SHLAA *excludes* adjacent public open space, bowling green and play area shown within IO_84) is an agricultural area of land less proximate to the services and facilities in the heart of the village but directly adjacent to the A6 and public transport (bus). The SHLAA notes the presence of a pond but no other matters of note.

FOR_08 is a large area of land occupied by a working farm and associated agricultural land. The SHLAA notes a number of matters for consideration:

- The site contains a pond.
- Part of the site is a Mineral Safeguarding Area.
- Wyre BC TPO 005 (22 Coronation Avenue, Forton) 1982 - Oak tree just outside the boundary of the site.
- No public footpath at the School Lane frontage.
- Note - a high pressure gas pipeline runs north of Wallace Lane on an east/west axis. Health and Safety Executive consultation zones (inner, middle and outer) sit within the site. Also includes land outside the Consultation Distance.
- Note existing farm use in terms of potential for contamination.

- Topography is a constraint - differing levels.

In addition, as a result of on-going engagement with Forton Parish Council, two additional areas of land – west and east of the A6 - have been identified for consideration.

Independently of this engagement, the land east of the A6 was put forward to the council for development by the landowner. Neither were identified in the 2015 Issues and Options document or 2017 SHLAA. Both are greenfield sites currently designated as countryside. Both are designated good to moderate quality agricultural land (ALC3) and both are in flood zone 1. The landowners of both sites have confirmed the availability of the land for development.

Site	Known constraints and other matters
Land West of the A6	Part of the site is in a Mineral Safeguarding Area. Undulating topography.
Land East of the A6	Listed buildings at Hollins Lane lie (8, 9 and 10, Hollins Lane) lie some 100m east of the site at its closest point. Part of the site is in a Mineral Safeguarding Area. A public footpath runs along the northern boundary. Undulating topography.

The allocation – The allocation comprises several parcels of land, most of which are in different ownerships. Sites have been identified from internal site survey work, from submissions on behalf of land owners and from discussions with the parish council. All sites have land owner support for allocation. The initial overriding aim of the site search process for Forton was been to identify sites that allow an organic growth to the village, are in close proximity to existing facilities and close to the A6 and the bus routes that flow along it. The direction of growth has also been strongly influenced by the presence of high pressure gas pipelines both north and west/south west of the village and the attendant Health and Safety Executive consultation zones which act to constraint allocation options.

Specific advice has been taken from the Health and Safety Executive in relation to a land parcel of 7.70ha at Forton Bank Farm (FOR_08 / IO_85) which is crossed by the inner, middle and outer consultation zones (note that part of the site is outside of the HSE Consultation Distance) whose advice as of 30th May 2017 for residential development is that:

- No dwellings will lie within the inner zone;
- A total of no more than 30 dwellings will lie wholly or partly within the middle zone;
- The housing density of the proposed housing development within the middle zone will be less than 40 dwelling units per hectare;
- Any remaining dwellings will be located within the outer zone or outside the consultation distance.

The existence of the pipeline to the north has required the council to assume a reduced supply from this part of the allocation with no dwellings assumed in the inner zone and 30 dwellings in the middle zone. It is also noted that this part of the allocation is partly impacted by topographical issues, with rising land to the north and west.

The allocation includes land at the junction of School Lane and Winder Lane of 1.27ha currently used as a recreation facility, including bowling green and pavilion (the western part of IO_84). The site is in the ownership of a charitable trust. Discussions with the Trust have led to its inclusion within the allocation to ensure the facility is taken into account within the masterplanning process. Should it be agreed by the relevant parties that the site can be developed for a non-recreational use, the facility should be re-located elsewhere within the allocation with no net loss of land or use. As such, the site has **not** been included within assumptions on the number of dwellings that can be delivered by the allocation. The remainder of IO_84, (shown as FOR_07 in the SHLAA) is agricultural land in a sustainable location fronting the A6, close to local bus stops. It is in the same ownership as FOR_08.

The allocation includes some 7.23ha of land west of Winder Lane and south of School Lane forming the majority of FOR_06. It has an undulating topography and is in agricultural use as pasture on tenanted basis. It is located to the rear of the local primary school and close to the village hall and cricket ground. As whole it is considered to represent a sustainable location within the village.

Options to develop agricultural land further to the south east of the village along the A6 have been identified through discussion with Forton Parish Council and landowner contact. This land is extensive, covering some 10.14ha on either side of the A6. It is more removed from the heart of the village, but offers less risk from the location of high pressure gas pipelines and is immediately proximate to bus stops along the A6, providing access to Garstang and Lancaster. There is also the potential opportunity to develop employment uses with an A6 frontage adjacent to an existing commercial use in this location.

The allocated land is significant in scale and attracts negative scores in the Sustainability Appraisal for impact on townscape/townscape character, views, biodiversity and water. Access to health provision (the nearest being in Garstang) is also a negative. Positive aspects include proximity to village services and facilities, access to public transport (bus) and employment opportunities. Mitigation measures are suggested, including additional health facilities in the area, the incorporation of green infrastructure into development proposals, incorporation of ecological measures, and awareness of the proximity of heritage assets. These are all taken into account in the allocation policy SA3/4.

Employment – To support opportunities to create sustainable communities, the Forton allocation includes the provision of 1ha of employment land as part of the mixed use allocation. Responses to the Issues and Options consultation identified that within the borough, employment should be provided alongside housing. The provision of employment land will improve the sustainability of Forton, supporting opportunities for rural job creation

in Forton and within rural sub-market. The SA scores the provision of housing and economy in Forton as double positive.

The masterplanning process across the whole of the allocation will identify the appropriate location of the 1ha of employment land within the mixed use allocation.

On balance, it is considered that the allocation represents a sustainable expansion of the village.

Reasonable alternatives options – The Local Plan has considered one site as an alternative option that is considered in the Sustainability Appraisal (SA) as a reasonable alternative option – AO/FOR1 Land to West of Forton. It is formed by the remaining part of FOR_06. It is adjacent to the cricket ground (to the north) and lies directly west of a 12-unit affordable housing scheme which is under construction and provides a possible means of access. At the time of writing, the site is the subject of an outline planning application for residential development (ref: 17/00587). The site is significantly impacted by HSE inner and middle consultation zones as a result of the presence of a high pressure gas pipeline to the west. It is part of a wider area extending to the north for which the landowner is known to have aspirations for residential development. This is also impacted by the presence of the same pipelines and consultation zones and also by the presence of the adjacent cricket ground. The SA notes the potential for moderate negative impacts in relation to landscape/townscape impact, views and biodiversity, with a double negative score for water owing to the presence of a pond closer to the site.

The council has considered this land as a potential allocation. However, owing to the presence of a nearby high pressure gas pipeline, associated consultation zones, the site is judged to provide less certainty in terms of delivery. Although this issue, and proximity of the cricket ground, may be capable of being satisfactorily addressed through the planning application, land adjacent or close to the A6 can be developed at less intrinsic risk and are in a location significantly more accessible to public transport.

Additional infrastructure – The scale of proposed development is significant compared to the size of the existing village. It is recognised that Forton currently has a relatively limited supply of services and facilities. In making the allocation at Forton, the council requires the development of an acceptable masterplan that incorporates and delivers supporting infrastructure in the form of new primary school provision and a neighbourhood centre that includes a small local convenience store of not more than 400 sq.m gross floor area and a community facility/health facility.

Hollins Lane

Commentary - There are two allocations at Hollins Lane, both for residential development.

Alloc.	Site	Size (ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/14	North of New Holly Hotel and Bodkin Cottage,	2.13	Part with outline planning permission	19	19	38
SA1/15	Land East of Hollins Lane,	2.47	Part with outline planning permission	8	43	51
Total		4.60		27	62	89

Commentary - Hollins Lane is a small ribbon settlement east of the A6, within the parish of Forton. It falls outside of the restricted zones established by the highways evidence which sets a cap of 80 dwellings over and above existing commitments. Hollins Lane is identified as a “small rural settlement” in the Local Plan settlement hierarchy. It is accepted that the village has very limited service and facilities, although it is adjacent to the A6 which provides access to bus services on a direct route to Garstang and Lancaster.

The Issues and Options document identifies three sites that were put forward as potential sites for residential use. These sites were all assessed in the 2017 SHLAA:

SHLAA ref	I&O ref	Site	Size (ha)
HLN_02	IO_88	North of Hollins Bank, Hollins Lane	0.64
HLN_03	IO_86	North of New Holly Hotel and Bodkin Cottage	2.03
HLN_04	IO_87	Land North of Conder Mount	0.40
HLN_04_01	IO_87	Land South of Cleveley Bank Lane	2.03

Site HLN_02 has a planning permission for 12 dwellings but is below the site allocation threshold.

HLN_03 is also partly covered by a planning permission for 19 dwellings covering the A6 and Hollins Lane frontages. As of the 31st March 2017 this site was wholly the subject of a planning application for 38 dwellings (ref: 16/00835). Since the 31st March this has been minded to approve subject to the signing of a S106 agreement.

HLN_04 is part of a larger field area comprising HLN_04_01 and has planning permission for eight dwellings (ref: 15/00968).

HLN_04_01 was considered through the SHLAA which noted:

- There are three Grade II Listed Buildings north of the site at 8, 9 and 10, Hollins Lane.
- There is a narrow grass verge but no footway along Hollins Lane. The verge widens substantially south of the site but disappears altogether close to the junction with the A6.
- Undulating topography with railway line (held in a cutting) forming the eastern boundary. Consultation with Network Rail would be required.

The allocations - There are two residential allocations at Hollins Lane. HLN_03 is allocated under reference SA1/14. Both sites are greenfield in character without any known constraints that would prevent development. There is access to bus services along the A6 giving access to Garstang and Lancaster, which lie adjacent to site SA1/14 and some 500m south of SA1/15. It is noted that the development of both sites would deviate from the essentially linear character of Hollins Lane. However given the scale of housing need on balance it is not considered that this is sufficient reason to refrain from the proposed allocations. However it is also noted that the Sustainability Appraisal (SA) identifies potential site specific negative impacts in terms of biodiversity, landscape impact and heritage. Suggested mitigation measures identified in the SA include developing new health care provision, and the incorporation of green infrastructure and ecological considerations into development proposals. The need to incorporate green infrastructure and ecological considerations into future development is identified in the relevant allocation policy for each site. It is noted that the allocation of land at the nearby village of Forton requires the development of supporting infrastructure – including health - as described above which will be accessible to residents of Hollins Lane.

In relation to SA1/15, it is noted that there is a planning approval for eight dwellings on the Hollins Lane frontage. As of the July 2017 there is an outline planning application for 43 dwellings on the remainder of the allocation pending a decision (ref: 17/00233).

Those parts of both sites that have planning permission have been counted as commitments for the purposes of the highways evidence (this totals 27 dwellings – i.e. 19+8). Those remaining parts of the allocations (62 dwellings) count towards the highways cap of 80 dwellings. This leaves a shortfall of 18 dwellings, which has been addressed by allocations in the adjacent Forton.

Reasonable alternatives options – The Sustainability Appraisal does not identify any reasonable alternative sites.

Additional infrastructure - None at Hollins Lane but additional infrastructure is proposed at Forton.

Great Ecclestone - Highways cap = 500 dwellings

Great Ecclestone lies outside of any of the A6 restriction zones and is given a highways cap of 500 dwellings in the highway evidence.

Commentary - There is a large single allocation at Great Ecclestone for residential-led mixed use development with employment land.

Alloc.	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings	Employment (ha)
SA3/3	Land West of Great Ecclestone	33.70	Part with reserved matters planning permission/ part new	90	500	590	1

*Planning permission

The allocation at Great Ecclestone maximises the recommended highway capacity of 500 dwellings over and above commitments and represents a significant extension to the existing village which is identified as a Rural Service Centre in the local plan settlement hierarchy. It contains primary education and health facilities, community facilities, pubs, shops and three churches in and around the village. There is a further primary school less than 500m south of the allocation at Copp. Bus services providing access to Poulton-le-Fylde, Garstang and Lancaster are available in the village. In the context of rural Wyre, Great Ecclestone is considered to be a sustainable location.

The Issues and Options document identifies five sites as having the potential for residential and mixed use development. The SHLAA split some of the Issues and Option sites into different parts to reflect different planning positions, and included additional land attached to IO_63. Excluding completed sites, sites under construction and sites below the allocation threshold, the following sites were all assessed in the 2017 SHLAA:

SHLAA ref	I&O ref	Site	Size (ha)
GRE_21	IO_65	Land off Copp Lane	4.63
GRE_21_01	IO_65	South East Copp Lane (Land at Chesham Lodge Farm)	5.46
GRE_22	IO_67	Raikes Brook Farm	1.62
GRE_23	IO_64	North of Copp Lane (South of West End)	2.68
GRE_24	IO_66	North of Hall Lane	6.00
GRE_25	IO_63	West of Copp Lane	20.93

Of these sites GRE_22 was sieved out as a result of significant flood risk concerns highlighted by the Strategic Flood Risk Assessment (Level 2). GRE_24 sieved out as a result of the landowner stating in writing that the site is not available for development. The remaining four sites are similar in character consisting of agricultural land in a similar location. All were identified as suitable and available in the 2017 SHLAA.

GRE_21 is a site in the countryside on the south western edge of Great Eccleston. It has reserved matters planning permission for 90 dwellings.

GRE_21_01 lies on the southern boundary of GRE_21. The SHLAA notes no overriding development constraints.

GRE_23 is an area of open land abutting the south western boundary of the village. It includes a Dovecote which is a Grade II listed building and Scheduled Monument. In addition, the SHLAA notes:

- The majority of the northern field is very good agricultural quality (Agricultural Land Classification Grade 2).
- To the north of the site off the High Street lies a Grade II listed Pound, probably C19th.
- Access - no footpath to Copp Lane.
- Public Right of Way FP 11 forms the northern boundary of the site and exits along a track to the High Street.
- Approx. 50% of the field off Copp Lane is susceptible to surface water flooding.

GRE_25 is an extensive area of countryside abutting the western boundary of GRE_23. The SHLAA notes:

- A pond lies within the site.
- Northern part of the site is very good quality agricultural land (ALC2)
- Part of the site lies adjacent to a Dovecote Scheduled Monument.
- There is no footpath to Copp Lane.
- A Public Right of Way crosses the site in an east-west direction.
- Some surface water flood risk.
- Includes areas of unregistered land

The Allocation - The allocation at Great Eccleston comprises GRE_21, GRE_21_01, GRE_23 and GRE_25. Some 4.64ha of the allocation has a planning permission for 90 dwellings out of a total of 33.70ha and 590 dwellings. This scheme was treated as an existing commitment for the purposes of the highway evidence.

All of the allocation lies to the west of the village along Copp Lane and the A586. The land is in agricultural use and includes a Dovecote north of Copp Lane which is a Scheduled Monument and Grade II Listed Building (within GRE_23). This extensive area lies wholly in flood zone 1 and is considered to be free of any significant constraints, although there is a specific requirement in the allocation policy that an appropriate buffer will be required to protect setting of the Dovecote.

The Sustainability Appraisal notes positive scores for health, access to services and potential for employment related uses to be developed. The positive implications for access to public transport are noted in relation to climate change. The allocation scores double negative for

impact on the landscape/townscape, biodiversity, heritage and water. Mitigation is recommended in the form of the incorporation of green infrastructure into future development proposals, the recreation of lost habitat where possible, the need to ensure that design is sensitive to the landscape setting, the need to address the setting of the Scheduled Monument and the need to avoid the contamination of water bodies through an appropriate drainage solution.

These recommendations are reflected in the allocation policy for SA3/3.

It is recognised that the scale of the allocation is significant for a village of some 650 existing dwellings. As such the allocation policy requires that the land be brought forward through a comprehensive masterplan and includes supporting infrastructure as outlined below.

Employment - To support opportunities to create sustainable communities, the Great Eccleston allocation includes the provision of 1ha of employment land as part of the mixed use allocation. Responses to the Issues and Options consultation identified that within the borough, employment should be provided alongside housing. The provision of employment land will improve the sustainability of Great Eccleston, supporting opportunities for rural job creation in Great Eccleston and within rural sub-market. The SA scores the provision of housing and economy in Great Eccleston as double positive.

The masterplanning process across the whole of the allocation will identify the appropriate location of the 1ha of employment land within the mixed use allocation.

On balance, it is considered that the allocation represents a sustainable expansion of the village.

Reasonable alternatives options – The council has not identified any alternative options.

Additional infrastructure – as part of delivering a sustainable development, the allocation policy SA3/3 requires the provision of a medical centre, community centre and new primary school provision. In order to deliver a scheme that minimises the highway impact on the existing village, the allocation north of Copp Lane is required to provide suitable road infrastructure linking Copp Lane with the A586.

Over Wyre - Highways cap = 250 dwellings

Over Wyre consists of five settlements as follows:

- Hambleton (Key Service Centre);
- Knott-End/Preesall (Key Service Centre);
- Pilling (Main Rural Settlement);
- Preesall Hill (Main Rural Settlement); and
- Stalmine (Main Rural Settlement)

The highways evidence indicates that Knott-End/Preesall, Preesall Hill, Stalmine and Hambleton are situated within the Shard Road/Shard Bridge restriction zone. Pilling is in the “minor restriction” zone. The highways cap for Over Wyre is 250 dwellings.

There are three residential allocations in Over Wyre and one employment allocation.

Residential

There are three residential allocations in Over Wyre as follows:

Alloc. ref	Location	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings
SA1/12	Hambleton	Land at Arthurs Lane	10.78	MTA	0	165	165
SA1/9	Stalmine	South Stalmine	8.10	Part outline planning permission/ part new	77	85	162
SA1/10	Pilling	North of Garstang Road	1.69	Outline planning permission	40	0	40
					117	250	367

As can be seen from the above table, there is one site at Hambleton that is the subject of a Minded to Approve decision for 165 dwellings. This is allocated (SA1/12) for residential development and contributes towards the 250 dwelling cap. To maximise development within the cap, this leaves 85 dwellings remaining to be allocated within one or more of the Over Wyre settlements.

According to the principles set out above, it is reasonable to allocate land according to the settlement hierarchy. Hambleton and Knott End/Preesall are Key Service centres and the highest ranked settlements in Over Wyre. They are the starting point for the site search process. However a key principle of the allocation process is to direct development to areas of lower flood risk. Knott End/Preesall is a coastal and estuarine settlement. It is almost entirely covered by flood zone 3 and is not a sequentially preferable location.

Pilling is also almost entirely covered by flood zone 3 designation. There is one site with planning permission for 40 dwellings on a brownfield site. Although the allocation of this site would be contrary to the principle of directing development to lowest areas of flood risk, the amount of brownfield land available for allocation in Wyre is very limited. The allocation of the Pilling site would accord with the principle of maximising the development of brownfield land where possible. Consequently the planning balance supports the allocation of the Pilling site (SA1/10). The site is treated as an existing commitment for the

purposes of the highway cap and is therefore on top of the 250 figure. However the extensive flood risk associated with Pilling requires the site search process to focus on areas of lesser risk. Consequently there are no further allocations in Pilling.

The consequence of this approach is that the site search process focus is on the settlements Hambleton, Preesall Hill and Stalmine.

The highway evidence produced by Lancashire County Council states, at page 86, that “Development in Over Wyre.....should be focused as close as possible to the A585 corridor. This will reduce the influence on the rural road network”.

Using this advice as a basis for the allocation of 85 dwellings, the settlement priority is Hambleton as it lies the closest to the A585, followed by Stalmine and Preesall Hill.

Hambleton

Commentary - There is a single residential allocation at Hambleton.

Alloc. Ref	Site	Size (ha)	Status 31/3/17	Dwellings		
				Permitted/ MTA	New	Total
SA1/12	Land at Arthurs Lane	10.78	MTA	165	0	165
Total		10.78		165	0	165

For highway evidence purposes Hambleton is treated as part of a wider area and includes Stalmine, Knott-End and Pilling across which a 250 dwelling maximum capacity is recommended. Hambleton is a Rural Service Centre in the settlement hierarchy which reflects its size and relatively sustainable location in terms of access to services and facilities. It is the second largest settlement in Over Wyre after Knott-End/ Preesall (also a Rural Service Centre). According to the principles outlined above it is a priority as a location for site allocations in Over Wyre. Hambleton is located on the eastern bank of the River Wyre and as a consequence is significantly impacted upon by flood risk (flood zones 2 and 3) to the west, north and south of the village. Some two thirds of the village itself lies in Flood zone 3.

The Issues and Options document identifies three sites and broad areas for residential and mixed use development. The SHLAA sub-divides the larger areas to reflect call for site submissions and the current planning status. Excluding completed sites, sites under construction and sites below the allocation threshold, these sites were all assessed in the 2017 SHLAA:

SHLAA ref	I&O ref	Site	Size (ha)
HAM_10	IO_50	Recreational Open Space, corner off Church Lane/Grange Road	1.46
HAM_12	IO_49	Corner of Bull Park Lane/Shard Lane	2.91
HAM_13	n/a	Land at Salt Marsh Lane	7.52
HAM_15	IO_50	Land off Church Lane	2.63
HAM_18	IO_48	Land at Crooklands Farm	2.40
HAM_19	IO_50	South East Hambleton	11.97
HAM_22	IO_49	Shard Lane	3.04
HAM_23	IO_49	South of Marsh Lane, Parcel 1	5.43
HAM_24	IO_49	South of Marsh Lane, Parcel 2	1.94
HAM_25	IO_49	Old Bridge Lane	1.04
HAM_26	IO_49	South of Shard Road	4.02
HAM_27	n/a	Land East of Carr Lane/North of Sower Carr Lane	1.40
HAM_28	IO_49	South Hambleton	32.39
HAM_29	IO_48	North East Hambleton	26.04

A number of these sites were sieved out of the SHLAA for the following reasons:

SHLAA ref	I&O ref	Site	Size (ha)	Reasons
HAM_10	IO_50	Recreational Open Space, corner off Church Lane/Grange Road	1.46	Green Infrastructure (Bob Williamson Park)
HAM_12	IO_49	Corner of Bull Park Lane/Shard Lane	2.91	In a detached or isolated location.
HAM_13	n/a	Land at Salt Marsh Lane	7.52	Flood risk.
HAM_22	IO_49	Shard Lane	3.04	Flood risk.
HAM_23	IO_49	South of Marsh Lane, Parcel 1	5.43	Flood risk.
HAM_24	IO_49	South of Marsh Lane, Parcel 2	1.94	Flood risk.
HAM_25	IO_49	Old Bridge Lane	1.04	In a detached or isolated location.
HAM_26	IO_49	South of Shard Road	4.02	In a detached or isolated location.
HAM_27	n/a	Land East of Carr Lane/North of Sower Carr Lane	1.40	In a detached or isolated location.
HAM_28	IO_49	South Hambleton	32.39	Flood risk.

It should be noted that HAM_12, HAM_25, HAM_26 and HAM_27 are either wholly or significantly within flood zone 3 and as such not sequentially preferable sites.

The majority of sites identified through the Issues and Options document and SHLAA as potential sites for development have not been considered further for the reasons outlined above. Of the remaining sites, HAM_18 and a significant part of HAM_29 are within the boundary of the application for 165 dwellings referred to above and allocated in the Plan

(SA1/12). Further, a part of HAM_19 is to be set aside to mitigate ecological impacts of the application for 165 dwellings.

Stalmine

Commentary - There is a single residential allocation at Stalmine.

Alloc. Ref	Site	Size (ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/9	South Stalmine	8.10	PP/New	77	85	162

Stalmine is defined as a Main Rural Settlement in the Wyre Local Plan settlement hierarchy. It is located north of Hambleton along the A588. It is less affected than Hambleton by flood risk issues arising from proximity to the River Wyre which lies to the west.

The Issues and Options document identifies four sites and broad areas, three for residential development and one for a mix of uses. The SHLAA identifies largely the same areas (plus an additional smaller site) but sub-divides them to reflect call for site submissions and planning status. Excluding completed sites, sites under construction and sites below the allocation threshold, these sites were all assessed in the 2017 SHLAA:

SHLAA ref	I&O ref	Site	Size (ha)
STA_04	n/a	North East of Mill Lane	1.22
STA_04_01	IO_43	Land East of Yew Tree Farm	3.91
STA_05	n/a	South and West of Birch Grove	3.44
STA_12	IO_44	The Stables, Carr End Lane	1.78
STA_13	IO_45	Land West of Carr End Lane	2.27
STA_14	IO_42	Land North of Douglas Avenue	1.25
STA_15	IO_44	Moor Ends, Stricklands Lane	2.91
STA_16	IO_44	South West Stalime, Carr End Lane	2.73
STA_17	IO_42	Land off Hallgate Lane	1.63
STA_20	IO_44	Carr End Lane, Stalmine	2.71
STA_21	IO_42	North West Stalmine	15.25

STS_05, has planning permission for 77 dwellings and is of sufficient size to allocate. It is treated as an existing commitment for the purposes of the highway evidence.

The remaining sites are generally located on the northern and southern boundaries of the settlement. Sequentially, sites the south of the settlement are preferred to be consistent with the highway evidence. There are five sites to the south of Stamine, bounded by the A588 Stricklands Lane and Carr End Lane, a local lane without footpaths. There are no significant constraints affecting any of the sites. Sites STA_15 and STA_16 can both be

accessed from the A588. Both of these sites are available for development and are of sufficient scale to deliver the requisite 85 dwellings. The council recognise that sites STA_20, STA_13 and STA_12 can be accessed from Carr End Lane but as a minor road this is a less sequentially preferable option. The approval at STA_05 potentially presents the opportunity to access STA_20 through the proposed development.

Pilling

Commentary - Pilling is a Main Rural Settlement in the Local Plan settlement hierarchy. There is one allocation at Pilling for residential development.

Alloc. Ref	Site	Size (ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/10	North of Garstang Road	1.69	Outline planning permission	40	0	40
Total				40	0	40

The highways evidence suggests that Pilling be considered with Stalmine, Knott-End/Preesall, Preesall Hill and Hambleton. Pilling is entirely covered by flood zone 3. In accord with the principle of directing development to areas of lesser flood risk, there are no sites considered to represent reasonable alternative options and no further sites are allocated at Pilling.

The Residential Allocations

There are three residential allocations in the Over Wyre area.

There is one residential allocation of 165 dwellings at Hambleton which reflects an existing planning application with an approval awaiting the signing of a S106 agreement. The site rates positively in the Sustainability Appraisal for access to education, health infrastructure, employment opportunities, services and facilities and public transport (bus). It rates a double negative for impact on the landscape and the presence of water bodies. The allocation policy SA1/12 requires the impact of ecological matters to be taken into account in the development of the site.

The single allocation at Stalmine comprises the approved site of 77 dwellings plus additional land comprising STA_15 and part of STA_16 which is considered capable of accommodating the additional 85 dwellings to the highways cap. It is a single allocation to enable the whole to be considered as one if the planning permission for 77 dwellings lapses. Alternatively, that part outside of the permission can be developed independently. It is recognised that land on the southern edge of Stalmine (STA_20) may be available and accessible through the approved site (STA_16). However, it is likely that delivery would be dependent on STA_05 being developed out first. It is the council's preference that in this circumstance

STA_15 and STA_16 are sequentially preferable being capable of independent development bringing choice to the market and with access directly available to the A588. The allocated site area includes land for the development of additional primary school provision if required.

The Sustainability Appraisal rates the site positively for access to education, recreation (health), services and facilities, employment and bus service. It rated a double negative for water (pond within the site). The impact on landscape or views and biodiversity is considered to be moderately negative. The SA recommends a series of mitigation measures to address negative issues. These include incorporating green infrastructure into the development and ecological measures. These have been considered and included with the allocation SA1/9 where possible.

There is one site allocation in Pilling – SA1/10 for residential development on a brownfield site. The allocation reflects an outline planning permission for 40 dwellings granted at May 2015. As the allocation involves the redevelopment of a brownfield site, the SA notes that the site scores positively for impact on landscape/townscape. However there is a double negative rating for water due to the fact that the entire site is located in flood zone 3.

Over Wyre Residential Allocations - Reasonable alternatives options – the council has identified seven sites as reasonable alternative options for residential sites. These have been considered through the Sustainability Appraisal (SA) as follows:

SA ref	Location	Site	Size (ha)
AO/HAM1	Hambleton	South East Hambleton	14.60
AO/HAM2	Hambleton	East of Hambleton	18.33
AO/STA1	Stalmine	Land East of Carr End Lane	4.52
AO/STA2	Stalmine	Land West of Carr End Lane	2.27
AO/STA3	Stalmine	North Stalmine	16.50
AO/PRE1	Preesall Hill	Land South West of Preesall	2.02
AO/PRE2	Preesall Hill	Park Lane, South Preesall Hill	2.74
AO/KNO1	Knott End/Preesall	Land off Pilling Avenue	2.51

There are two large areas of land at Hambleton considered as reasonable alternatives options. South East Hambleton (SHLAA ref HAM_15) and East Hambleton which is that part of HAM_29 that is not part of the application for 165 dwellings. Both sites rate similarly, with particularly positive scores for access to education, health, employment and services and facilities. Being extensive areas of countryside, both are rated double-negative for impact on landscape or views, townscape and biodiversity.

There are three alternative sites in Stalmine. Land West of Carr End Lane and Land East of Carr Head Lane both rate similarly to the Knott-End, Preesall and Preesall Hill sites, including an expressed concern with proximity to a water body (pond). North Stalmine on the other

hand, although sharing the same positives as the sites detailed above, carries significant negative ratings for impact on landscape/townscape, biodiversity and water.

The single site at Knott End/Preesall rates positively for access to health infrastructure, services and facilities, education options and access to employment. There is one significant negative rating relating to water – a reflection in part of the fact that the site is entirely within flood zone 3.

There are two sites at Preesall Hill that have been considered as reasonable options. It is noted that site AO/PRE2 was considered suitable but not available in the SHLAA, partly on the understanding that a substantial part of the site had unknown ownership (SHLAA site reference PRE_13). It has been recognised that this was an error and that although one landowner has indicated they do not support the principle of allocation, the majority of the site is available for development. It has therefore been considered in the Sustainability Appraisal in its entirety as a reasonable alternative site. Both sites in Preesall Hill have similar scores and hence similar sustainability impacts. They rate positively for access to education (a double positive score) health, access to local services and facilities and employment. In spite of being situated in flood zone 1, both sites rate a double negative on the water indicator due to the presence of a nearby ponds and potential surface water flood risk. In themselves these do not preclude development, however.

In considering these alternatives it is noted that the East Hambleton site comprises several field parcels in different ownerships. The owners have all been contacted with a view to establishing their support for a potential residential allocation. The majority of owners responded positively (one owner failed to respond). The land can be accessed from the A586 north of the village. However those plots of land that front the A586 in this location lie within flood zone 3 and as such are not sequentially preferable for development. The remaining area has the potential to be accessed from the scheme for 165 dwellings directly south (SA1/12). However this raises potential deliverability issues as is likely that the 165 dwellings would have to come forward first.

With regard to Land to the South East of Hambleton (HAM_15) this is in a more detached location and it is understood that 6.40ha is to be set aside as foraging habitat for pink-footed geese as mitigation in relation to the proposed 165 dwellings to the north.

Although Hambleton is a significant settlement in the Over Wyre area, there is limited accessible supply and hence limited scope to allocate land to meet the additional 85 dwellings required to meet the highway cap. In accordance with the highway evidence that recommends that land be developed as close to the A585 as appropriate, Stalmine falls to be the next sequentially preferable settlement.

The council has identified a number of land parcels in Stalmine that are alternative locations for development. In accordance with the highway evidence, the Local Plan prioritises land

on the southern margins of the village. Land to the north (AO/STA3) is considered to be less sequentially preferable and hence is not favoured for allocation.

Although alternative land parcels to the south of Stalmine are known to be available, the development of AO/STA2 would require traffic to be directed through the village or along Carr End Lane, a relatively narrow lane with no footpath. Similarly, AO/ST1 is accessed off Carr End Lane. There is the potential for access to be gained through the adjacent site which is the subject of the approval for 77 dwellings, however this suggests a longer time frame for the site to come forward.

Sites in Knott-End/Preesall and Preesall Hill have been considered but are not sequentially preferable to those allocated by virtue of flood risk (Knott End/Preesall) and distance from the A585 (both settlements).

On balance, therefore, it is considered that the allocated site provides the opportunity for independent development without the access issues described above. The parcels that make-up the allocation are in separate ownerships, although there is no reason to suppose that this is a hindrance to development.

Additional Social infrastructure – the allocations allows for the possibility of additional primary school provision to be located in Hambleton or Stalmine.

Employment

There is one employment allocation (SA2/1) located outside the settlement of Preesall Hill which is not affected by the highways cap. SA2/1 reflects a planning permission for 0.34ha of employment (B8 storage) granted on 6 February 2017 and is treated as an existing employment commitment at the base date 31 March 2017. The site provides expansion land for the existing employment site.

Ref	Site	Status 31/3/17	Employment (ha)
SA2/1	Carrfield Works	PP	0.34

Reasonable alternatives options - One site is considered as a reasonable alternative option in Pilling. One parcel (WY 20 01) of land is considered in the ELS as an area of land located to the south of an existing employment area, Taylor's Lane Industrial Estate. The site is considered in the Issues and Options (IO_04) for employment.

The ELS recommended that WY 20 01 is deallocated as it is considered that demand for employment land may not be required as there are vacant plots within the existing employment area and demand therefore appears to be weak.

The site scores well in the SA for economy and access and negatively for biodiversity and water.

It is understood that the existing employment area and WY 20 01 is controlled by one landowner who operates their business from the units on the existing employment area. Subsequently since ELS 2012, part of WY 20 01 has received planning permission (14/00475) on 3 October 2014 for a B8 building and storage (0.2ha). At 31 March 2017, this site had not yet commenced despite the planning permission. From discussions with the landowner, there is uncertainty whether the planning commitment will be implemented and residual area WY 20 01 brought forward, therefore the land is not allocated for employment in the Local Plan. The extant planning permission is not included in the employment supply. WY 20 01 is located in the countryside.

Policy SP4 and EP8 of the Publication Wyre Local Plan supports in principle the expansion of existing businesses within the countryside area where it accords with relevant criteria.

Urban Peninsula

The urban peninsula consists of four settlements:

- Fleetwood
- Cleveleys
- Thornton
- Poulton-le-Fylde

Each settlement is given a separate dwelling cap in the highway evidence.

Cleveleys – Highways Cap = 40 dwellings

There is a single allocation at Cleveleys which is for residential development (SA1/11). For the purposes of the highways evidence Cleveleys was set a cap of 40 dwellings. However, the allocated Norcross site, due to its location close to the Norcross roundabout, was treated as part of the Thornton position (see also under “Thornton”).

Alloc. Ref	Site	Size (Ha)	Status 31/3/17	Dwellings		
				Permitted/MTA	New	Total
SA1/11	North of Norcross Lane	9.21	Part with an outline planning permission/part “new”	220	118	338
Total		9.21		220	118	338

Cleveleys is defined as an “Urban Town” in the local plan settlement hierarchy. It is a densely developed area and coastal resort. There are few development opportunities. The Issues and Options document identifies two potential development sites – IO_25 which is a recreation area owned by Wyre council, and IO_30 which is a large brownfield site at the time in use as offices. Aside from its use as a piece of green infrastructure, the development of IO_25 is understood to have restricted access and it is not available. The SHLAA identifies two additional sites, however neither are suitable for development being an existing employment area (CLV_09) or part of operational infrastructure for an adjacent tram line (CLV_01).

The Allocation - IO_30 (CLV_14 in the SHLAA) is allocated for residential development (SA1/11) but counts towards the Thornton cap as explained above.

As a result of the limited land supply, no suitable and available sites for residential allocation have been identified against the highways capacity of 40 dwellings.

The Land at Norcross Lane (SA1/11) was initially based upon a mixed use outline planning permission for residential development, 2.79ha of B1 use class and retail uses (13/00200) with the retention of the existing Clarke House for employment (located outside the allocation and planning application boundary). The planning statement accompanying the outline planning application suggests a residential capacity of 220 dwellings, including a sheltered housing scheme, the latter partially located in the Green Belt (according to the indicative masterplan). This figure was used as an input into the highway evidence. As a result of evidence of a reduced need for employment land in the borough and the need to maximise the delivery of residential development on previously developed land, the allocation as made in the Local Plan is for residential only, excluding the Green Belt component but now including Clarke House (located in the centre of the site) that has since become available following the previous business vacating the purpose built print facility. There is currently pending application (17/00122) for retail development which broadly aligns with the area identified in the outline schemes indicative masterplan for the site.

The Sustainability Appraisal rates the site as positive for a series of indicators relating to proximity to education and health provision and to employment opportunities. Development of the site is regarded as likely to have a positive impact on the townscape. The site rates a double negative for water as a small part is within flood zone 3.

Reasonable alternatives options – the council has not identified any reasonable alternative sites.

Additional Infrastructure – None

Fleetwood – Highways Cap – 220 dwellings

Commentary - There are three allocations in Fleetwood, one for residential, one for mixed use and one covering the Port of Fleetwood. Two of these count towards the highways cap of 220 dwellings.

Alloc.	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings	Employment (ha)		
							PP/MTA	New	Total
SA1/1	West of Broadway	1.05	New	0	25	25			0
SA3/1	Fleetwood Dock and Marina	32.67	New	0	120	120	4.32	3.18	7.50
SA5	Port of Fleetwood	7.60	New	0	0	0			7.60
		41.32		0	145	145	4.32	3.18	15.10

Fleetwood is an Urban Town in the Local Plan Settlement Hierarchy. Like Cleveleys it a densely developed coastal resort.

Residential/Mixed Use - The Issues and Options document identifies five sites in Fleetwood as having the potential for residential development. The SHLAA identifies a further 15 sites. Excluding sites too small to allocate and those under construction, the sites are:

SHLAA ref	I&O ref	Site	Size (ha)
FWD_24	n/a	Land at Rossall School, Broadway	4.26
FWD_25	IO_17	South of Fleetwood Dock	8.44
FWD_30	IO_11	Former Fleetwood HS Playing Fields (Land	1.05
FWD_33	IO_09	Open space north of Roundhay	1.8
FWD_46	n/a	Land South of West Way	6.18
FWD_47	n/a	Land Opposite Rossall School	3.55
FWD_48	n/a	North of Osborne Grove	4.46
FWD_56	n/a	Cardinal Allen School Grounds	4.79
FWD_57	n/a	Wansbeck House, Chatsworth Avenue	0.59

Of these nine sites, six were not deemed to be suitable for the reasons set out below. These sites are not considered to be reasonable options.

SHLAA ref	I&O ref	Site	Reasons
FWD_24	n/a	Land at Rossall School, Broadway	Green Belt
FWD_33	IO_09	Open space north of Roundhay	Green Infrastructure
FWD_46	n/a	Land South of West Way	Green Belt
FWD_47	n/a	Land Opposite Rossall School	Green Belt
FWD_48	n/a	North of Osborne Grove	Green Belt
FWD_56	n/a	Cardinal Allen School Grounds	Green Belt

Of the remaining three sites, FWD_57 is a small site with a proposed extra care scheme to be developed by a housing association. Planning permission has lapsed and owing to uncertainty about future funding the site has not been allocated.

FWD_25 is allocated in the Fleetwood-Thornton Area Action Plan for residential development as part of a wider mixed use allocation centred on Fleetwood Docks. It represents the opportunity to develop a brownfield site close to existing services and facilities in Fleetwood. The SHLAA notes that site lies less than 1km from the Wyre Estuary which carries SSSI, SPA and Ramsar designations and less than 2km from Morecambe Bay which includes the same designations and is a SAC. The land is affected by flood zone 2 and 3 designations. Note that the site as shown in the Issues and Options document is larger than that shown in the SHLAA as the former represents a wider mixed use opportunity.

FWD_30 is a vacant former school playing field (school now demolished and site developed for housing) in public ownership. It is well located for access to services and facilities. The site boundary in the SHLAA differs from the Issues and Options document as the latter takes into account the need to retain land for use by an adjacent primary school. The SHLAA notes that the site lies less than 900m from Morecambe Bay which carries Ramsar, SSSI, SPA and SAC designations. The site is almost entirely covered by flood zone 3 designation.

The residential/mixed use allocations – There are two allocations with a residential element in Fleetwood.

There is single residential allocation in Fleetwood which is formed by site FWD_30 and allocated as SA1/1. It has been put forward for residential development by the landowner with the proviso that part is retained for an adjacent primary school. This has been taken into account in the allocation which excludes that part to be retained for school use. The site is considered to be in a sustainable location and free of constraints to development, although it lies within flood zone 3. The Level 2 Strategic Flood Risk Assessment (SFRA) indicates that there is residual low risk following current investment in flood defences. The Sustainability Appraisal gives positive rating for access to education and health infrastructure and employment. However the site is rated as double negative for crime as a greenfield site in an area of high crime. Mitigation in the form of green infrastructure is recommended and this is included within policy SA1/1.

There are limited development opportunities within Fleetwood and this site provides an opportunity to further enhance residential choice within the town.

In addition, there is a single mixed use allocation SA3/1 - Fleetwood Dock and Marina, the boundary of which is consistent with IO_17 and IO_07 and incorporates FWD_30. The allocation is for 120 dwellings and 7.50ha of employment land. The housing element of the allocation is a continuation of that contained in the Fleetwood Thornton Area Action Plan.

Large parts of this site are affected by flood zone 2 and 3, although these areas are mainly occupied by the current docks and mooring pools. The areas at risk of flooding extend slightly beyond these pools. The Level 2 SFRA assesses the residual risk as low-medium following current investment in flood defences. As with SA1/1, the Sustainability Appraisal gives positive ratings for access to education and health infrastructure and employment. It also gives a positive rating for crime through the development of a previously used but vacant site. The site is given a double negative rating for biodiversity and water as it lies adjacent to the River Wyre which carries a number of ecological designations. Mitigation in the form of green infrastructure and ecological measures is suggested and is incorporated into Policy SA3/1.

Together SA1/1 and SA3/1 provide a supply of 145 dwellings, a shortfall of 75 dwellings compared to the highways cap as a result of limited supply in a densely developed location. It is notable that the Fleetwood Thornton Area Action Plan (2009) has had some success in bringing significant areas of previously developed land forward for development in the area of the docks with 336 dwellings approved, of which 305 have been built with the remainder under construction (as of 31st March 2017).

Employment – There is one mixed use allocation which includes an employment element as part of the Fleetwood Dock and Marina site (SA3/1). Excluding vacant parcels of land within existing employment areas as allocated under EP2, four individual sites in Fleetwood were considered as part of the allocation process for employment in the ELS. Three of the sites were identified in the Issues and Options document as sites potentially suitable for employment or mixed use. The sites are:

ELS ref	I&O ref	Site	Size (ha)
WY 08 05	IO_15	West of Copse Road	0.89
WY 10 01	n/a ¹⁰	East of Dock Street (Port)	7.06
WY 10 03	IO_07	West of Dock Avenue (Fylde Ice)	1.39
WY 10 06	IO_14	South of new road	9.13

Of the four sites, one site WY 08 05 was sieved out of consideration for allocation. This was as a result of evidence of a reduced need for employment land in the borough and the need

¹⁰ ELS 2012 recommended the site for Port related use. The site was not identified as a potential development site for employment (B class), housing or mixed use in the Issues and Options 2015.

to support the redevelopment of Fleetwood Dock and Marina site to secure the delivery of a purpose built fish park, as set out below.

The remaining three sites were considered for allocation as follows:

WY 10 01 - East of Dock Street (Port) is considered and allocated under Policy SA5 – Port of Fleetwood (see section 6.8 concerning SA5)

The remaining two sites *WY 10 03 (IO_17)* and *WY 10 06 (IO_14)* are allocated as part of a mixed use site under policy SA3/1 – Fleetwood Dock and Marina. As set out above in the residential section, the allocation is for 120 dwellings and 7.50ha of employment land.

The ELS recommended that the various parcels are allocated for employment / mixed use.

The site is predominately in the control of Association of British Ports (ABP) with a Right to Revert to Duchy of Lancaster on the seaward half of the site if both the Port/Mariana use and the railway line ceases operation. ABP have indicated support for the site being identified as a mixed use allocation. Fylde Ice also controls land within the allocation boundary and identified their land for mixed use development (employment and retail) as part of the call for sites exercise in 2014.

The employment aspect of the mixed use allocation requires provision of a bespoke fish park to secure the long term viability of fish and seafood processing on the wider site. Part of the mixed use site (4.32ha) is minded to approve subject to the signing of a section 106 agreement for B2 use class (fish park). Provision for further 3.18ha (a minimum total of 7.5ha of B use class) on the site is required to contribute to the boroughs employment land requirement. The total provision of 7.5ha of employment land on the site reflects land that is available and considered appropriate for employment whilst also providing land on site for other appropriate supporting land uses to support the delivery of the wider site.

To unlock further land for redevelopment, it is the approach of the council that the site should only be delivered through a comprehensive and inclusive masterplanning process across the whole of the allocation. ABP are considering the development and reconfiguration of land within their control as part of a wider masterplan for the site along with the Port of Fleetwood site (SA5).

Reasonable alternatives options – the council has not identified any reasonable alternative options.

Additional Infrastructure – None.

Poulton-le-Fylde - Highways cap = 390 dwellings

Commentary - There are four allocations at Poulton-le-Fylde, all for residential use. The position against the highways cap is as follows:

Allocation ref	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings
SA1/5	South East Poulton	7.83	New	0	236	236
SA1/6	Land at Garstang Road	24.80	Full planning permission	516	0	516
SA1/7	Land off Moorland Road (Rear of St. Johns Hall)	1.94	Reserved matters permission	48	0	48
SA1/8	South of Blackpool Rd	19.54	New	0	154	154
		54.11		564	390	954

Note – SA1/5 - Planning position has changed since 31/3/17. Part of the site has outline planning permission (16/01043) for 130 dwellings as of 12/4/17. A proposal for 108 dwellings (16/00742) has been Minded to Approve on 7/6/17 subject to the signing of a S106 agreement.

The Issues and Options document identifies three sites with the potential for residential development and one that could be developed for a mixture of uses. The SHLAA identifies considerably more sites - 40 in total – however many of these are in the Green Belt and, based on the Green Belt evidence, in general have not been considered as potential allocations (see below). Excluding sites in the Green Belt, sites too small to allocate and those under construction, the sites for further consideration are:

SHLAA ref	I&O ref	Site	Size (ha)
PFY_02	IO_31	Land off Garstang Road East	24.8
PFY_02_02	IO_31	Land North East of Little Poulton Lane	7.73
PFY_05	IO_31	Land at Fouldrey Avenue	6.61
PFY_05_01	IO_31	Land West and East of Fouldrey Avenue	4.46
PFY_24	IO_33	Land North of Fairfield Road	120.30
PFY_43	IO_32	East of Carr Head Lane	5.3
PFY_43_01	IO_32	Land to the rear of Brockholes Cres.	3.80
PFY_45	IO_31	Land off Moorland Road (Rear of St. Johns Hall)	1.95
PFY_47	IO_32	Land Holts Lane, Poulton-le-Fylde	4.03
PFY_53	IO_33	Off Linderbreck Lane	4.75
PFY_62	IO_34	Land off Hardhorn Road	1.54

Of these 11 sites, three were sieved out of the SHLAA for the following reasons:

SHLAA ref	I&O ref	Site	Reasons
PFY_05	IO_31	Land at Fouldrey Avenue	Flood risk
PFY_24	IO_33	Land North of Fairfield Road	New strategic road infrastructure required. No plans or funding in place.
PFY_53	IO_33	Off Linderbreck Lane	In a detached or isolated location

For these reasons, these sites have not been considered further as potential allocations.

The remaining eight sites were identified as suitable and available in the 2017 SHLAA. Of these, PFY_43 is now under construction and as such has not been taken forward as an allocation. PFY_02 is a large area of countryside allocated for residential development in the 1999 Local Plan. A scheme for 516 dwellings has been considered by the planning committee who were minded to approve the application and, as of 31st March, the application was awaiting the signing of a legal agreement. This has now been signed and the outline permission granted. Similarly, PFY_45 has a reserved matters permission for residential development.

PFY_02_02 is the majority of the remaining part of the 1999 Local Plan residential allocation referred to above. The SHLAA notes a number of constraints or other matters of interest, including:

- Part is identified as very good quality agricultural land.
- The majority is in flood zone 3.
- The site is 1 km from the River Wyre which is designated a SSI, SPA and Ramsar site.
- Surface water flood risk.
- The eastern boundary is formed by a main river line (Main Dyke).

PFY_05_01 is an area of countryside adjacent to a commercial operation to the east of Poulton-le-Fylde. The SHLAA notes that the site is in flood zone 3 with water courses along eastern and western boundaries and in the NE of the site.

PFY_43_01 and PFY_47 are two adjacent sites in the countryside on the southern edge of Poulton-le-Fylde. The SHLAA notes no major constraints to development although access matters were identified as a consideration owing to the backland nature of the land.

PFY_62 is a smaller area of countryside south of Poulton-le-Fylde. The SHLAA does not identify any significant constraints to development.

The allocations - the Plan allocates two sites with a planning permission as of 31st March 2017. SA1/6 received full planning permission for 516 dwellings in February 2017 and SA1/7 has reserved matters planning permission. At the time of writing, site preparations are under way.

SA1/5 (PFY_43_01 and PFY_47) has been the subject of two residential schemes totalling 238 dwellings that were pending consideration as of 31st March 2017. Since that date one scheme has received outline planning approval for 130 dwellings and the other scheme for 108 dwellings (again seeking outline permission) has been Minded to Approve. The allocation reflects the emerging position and is consistent with the highways evidence that, in part, directs development to locations close to Garstang Road East which lies a short distance from the allocation.

The Green Belt evidence states that a substantial area of Green Belt to the north west of the town centre does not meet the purposes of the Green Belt. The highway evidence states that the eastern part of the area provides the opportunity to create a development site with access in close proximity to the town centre with the potential to develop a car park for town centre users.

Accordingly, the Local Plan removes the Green Belt designation and reflects the above evidence. It allocates 19.54ha for residential development to the east of this area of land (SA1/8) with a total capacity of 154 dwellings. The allocation is of a size greater than that strictly required to deliver the 154 dwelling capacity in order to incorporate land on its southern fringes capable of delivering the car parking mentioned above, and ensure that a water course and disused railway line are incorporated into the overall design process. Part of the site is covered by flood zone 2 and 3 associated with the watercourse. However, the Level 2 SFRA indicates that the site passes both the sequential test and the first part of the exception test. It is noted that the allocation policy SA1/8 requires built development to take place outside of flood zones 2 and 3. The Sustainability Appraisal notes positive aspects relating to proximity to education and health infrastructure, public transport (bus/rail), services and facilities and jobs. The site rates a double negative in relation to heritage (part is adjacent to a conservation area) and water (ponds within the site).

Employment – There are no sites allocated for employment in Poulton-le-Fylde.

Reasonable alternatives options (Residential) - the highway evidence for Poulton-le-Fylde suggests that residential development should be focused in two locations:

- North of the town centre
- South of Garstang Road East/West

This being the case, sites PFY_02_02, PFY_05_01 and PFY_62 are not considered further as the strategic goal is to allocate land north of the town centre and south of Garstang Road East/West. Each site was considered by the Sustainability Appraisal as a reasonable

alternative. However, owing to their location these sites are not sequentially preferable to those allocated in accordance with the highway evidence. In addition, it is noted that PFY_02_02 and PFY_05_01 are within flood zone 3. Allocating these two sites would be contrary to the principle of directing development towards areas of lower flood risk with no obvious planning advantage to override this principle.

The remainder of the de-allocated Green Belt (38.99ha) was considered as a reasonable alternative in the Sustainability Appraisal (AO/PFY2 - Land South and East of Blackpool Road). It notes similar positive aspects to the allocated portion but greater negative aspects, including biodiversity (the land includes a Biological Heritage Site). However being further distant from the town centre, the site is less sequentially preferable than the allocated area and is in less accord with the highway evidence.

Reasonable alternatives options (Employment) – There are no employment allocations in Poulton-le-Fylde.

Additional Social infrastructure – the allocation SA1/8 requires the provision of a new primary school within site and the provision of a car park suitable for those visiting the town centre.

Thornton - Highways cap 835 dwellings (includes SA1/11 Norcross at Cleveleys)

Commentary - There are four allocations at Thornton – three for residential development and one employment related (SA4 – see above).

Alloc. ref	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings
SA1/2	Lambs Road/Raikes Road, Thornton	20.95	Part with outline planning permission	165	272	437
SA1/3	Pheasant Wood	8.48	n/a	0	153	153
SA1/4	Bourne Poacher, Thornton	0.47	MTA	0	42	42
SA4	Hillhouse Technology Enterprise Zone	137.75	n/a	0	250	250

Alloc. ref	Site	Size (ha)	Status 31/3/17	Committed dwellings*	Dwellings contributing to the cap	Total allocation dwellings
SA1/11	North of Norcross Lane (Cleveleys)	167.65	Outline planning permission	220	118	338
				385	835	1,220

* Planning permission

The highways evidence suggests a highways cap for Cleveleys of 40 dwellings. There are no allocations against this cap. SA1/11 due to its location counts towards the Thornton cap but for allocation purposes is listed under “Cleveleys” (above).

Thornton is defined as an Urban Town in the Local Plan settlement hierarchy.

The dwelling capacity recommended by the highways evidence for Thornton is 835 dwellings.

The Issues and Options document identifies eight areas of land as potential residential development sites in Thornton. Excluding sites that are in the Green Belt (and are not allocated in accord with the Green Belt evidence), completed sites, sites under construction and those under the allocation threshold, the SHLAA identifies 12 sites, including sites identified in the Issues and Options document.

SHLAA ref	I&O ref	Site	Size (ha)
THN_14	n/a	Land off Bentley Green	1.39
THN_16/02	IO_23 & IO_24	Fleetwood Rd North/Bourne Road	4.46
THN_18	IO_01	Land east of Railway, Hillhouse site	20.78
THN_19	n/a	Land at Roscoe Avenue	2.78
THN_23	IO_22	Land between Fleetwood Rd North and Pheasant Wood Est	8.48
THN_23_01	IO_22	Land North of Bourne Way	2.80
THN_24	n/a	Linden Ave/Branksome Ave	1.94
THN_25	n/a	Rugby Club, Fleetwood Road North	1.25
THN_30	IO_27	Land between Lambs Rd/Raikes Rd	13.89
THN_31	IO_26	Land between Raikes Rd/Stanah Rd/Underbank Rd	21.46
THN_40	IO_27	East of Lambs Rd	5.8
THN_45	IO_28	Land west of Thornton Hall Farm	1.26

Of the above sites, THN_14 and THN_19 are not suitable for residential development owing to the presence of electricity infrastructure. THN_18 is situated within the Hillhouse Technology Enterprise Zone (see SA4). Although the land may be deliverable within the wider context of proposals for the EZ, in itself it is not readily accessible and as such the site

was sieved out. THN_23_01 and THN_24 are in recreational use and as such are not considered suitable residential sites. THN_25 was sieved out owing to limited site access.

It is noted that THN_23 was considered suitable for development but with a question mark over availability (the land is owned by Wyre council but with legal covenants on its release). It is understood that these are matters capable of resolution.

THN_16_02 lies within the Hillhouse Technology Enterprise Zone and includes a former recreation facility, now re-located onto a new site. The SHLAA does not identify any overriding constraints but notes:

- The site is some 900m from the River Wyre which is designated a SSI, SPA and Ramsar site and less than 1km south of the Hillhouse landfill site.
- A Biological Heritage Sites lies some 500 east and 600m to the west.
- Ponds lie north and east of the site.

THN_23 is a greenfield site owned by Wyre council and let on an agricultural tenancy. It is undulating land, part of which is a former tip. It lies adjacent an area of Green Belt land identified as a Biological Heritage Site (BHS) and is fringed by an area of flood zone 2 and 3. The SHLAA also notes:

- Some 1.1km from the River Wyre which is designated a SSI, SPA and Ramsar site.
- Potential archaeological interest.
- The site is adjacent to an area of playing pitches.

Although these aspects of the site do not prevent development, they are matters that need to be taken into account if the site is taken forward for development.

THN_30 is a large area of countryside on the eastern edge of the built-up area of Thornton close the River Wyre which is designated a SSI, SPA and Ramsar site. The SHLAA notes:

- Ponds, trees and hedgerows on site.
- Raikes Farmhouse, Raikes Road, a Grade II Listed Building is located approx. 40m north east of the site.
- Two areas of unknown fill on site

THN_31 is a further large area of countryside that lies between THN_30 and the River Wyre. Aside from the proximity to the river, the SHLAA notes:

- Three Tree Preservation Orders on western and northern boundaries but peripheral to the site. Ponds, trees and hedgerows on site.
- Raikes Farmhouse, Raikes Road, a Grade II Listed Building is located west of the site on Raikes Road.
- Electricity pylons on the site.
- 5 areas of unknown fill on site

THN_40 is a site with a planning permission for 165 dwellings. It forms the eastern part of a larger area of countryside identified as THN_30.

THN_45 is a small area of countryside some 450m from the River Wyre which, as noted above, is designated a SSI, SPA and Ramsar site. The SHLAA notes:

- Hedgerows and trees border the site, although none are subject to a TPO.
- Raikes Road and Woodhouse are narrow with no footpath at this point.
- Footpaths FP19 and FP20 run along the west and southern boundaries of the site
- Small electricity sub-station at Raikes Rd frontage.

The Allocations - the highway capacity at Thornton is restricted due to pinch-points on the local highway network and impact on the A585(T). However, Thornton is extensively urbanised with few opportunities to develop the number of dwellings suggested by the evidence.

SA1/2 includes an area of land with outline planning permission for 165 dwellings (THN_40). The remainder of the allocation (THN_30 and THN_45) is an extensive area of agricultural land in two parcels covering 15.14ha. The land itself is not known to have any significant constraints to development. However, due to highway constraints along Skippool Road, the highways evidence provided by Lancashire County Council states that the delivery of the site requires the provision of a new road, funded and delivered by the development. The total allocation, including that approved, total 437 dwellings. Although the Lambs Road site involves the development of an extensive area of countryside close to the River Wyre, it presents an opportunity to meet housing needs whilst delivering local highway improvements. The Sustainability Appraisal (SA) notes positive aspects relating to proximity to education and health infrastructure, public transport (bus/rail), services and facilities and jobs. The site rates a double negative in relation to biodiversity due to proximity to the River Wyre (see above), landscape impact and water (ponds within the site). The SA recommends a number of mitigation measures including the incorporation of green infrastructure into development proposals, the use of ecological surveys and habitat replacement opportunities. These are built into the allocation policy SA1/2 with the expectation that development will come forward through a comprehensive masterplanning exercise.

SA1/3 (THN_23) provides the opportunity to develop new housing supply in an area of limited opportunities. The Sustainability Appraisal notes the same positive ratings as other sites in Thornton but notes negative aspects in relation to proximity to the Biological Heritage Site and a water body. As with similar sites, the SA recommends mitigation in the form of the incorporation of green infrastructure and habitat creation. These have been taken forward in the allocation policy SA1/3.

SA1/4 was not identified in the Issues and Options document or SHLAA. It has come forward as a scheme for the over-55's with a convenience store. As of the 31st March the application was the subject of a Minded to Approve decision. Full planning permission has now been issued.

Employment – There is one allocation which has an employment element that is provided as part of the Hillhouse Technology Enterprise Zone (SA4). Initially, twelve individual sites in Thornton were considered as part of the allocation process for employment in the ELS. All of the sites were identified in the Issues and Options document as sites potentially suitable for employment or mixed use. The sites are:

ELS ref	I&O ref	Site	Size (ha)
WY 04 01	IO_01	Between West and East Road	12.31
WY 04 02	IO_01	West Road	1.19
WY 04 03	IO_01	East Road	2.23
WY 04 04	IO_01	South Road fronting Vinollit	0.94
WY 04 05	IO_01	South Road adjoining new substation	0.67
WY 04 06	IO_01	Riverside Business Park	13.26
WY 04 07	IO_01	South Road / Central Road	1.01
WY 06 01	IO_02	Venture Road	1.79
WY 06 02	IO_02	Enterprise Way	0.14
WY 06 03	IO_02	South East Corner	0.79
WY 06 04	IO_02	North East of Estate	1.70
WY 06 05	IO_02	South East of Estate	4.52

All of the twelve sites were considered for allocation and are allocated under Policy SA4 – Hillhouse Technology Enterprise Zone. See section 6.7 for further information.

Reasonable alternatives options – The SA has considered one site in Thornton as a reasonable alternative- AO/THN1 which is the same land as SHLAA site THN_31. It notes the same positive attributes as the other Thornton sites and particularly negative aspects in relation to landscape impact, biodiversity and water. Overall the assessment is similar to that applied to site SA1/2. However, the development of THN_31 would bring development closer to the Wyre estuary and may present greater challenges in terms of access. The overall capacity of allocations in Thornton is limited by the highway capacity. As such, THN_31 is not a sequentially preferable location.

Additional Social infrastructure – the allocation policy for the Lambs Road site (SA1/2) requires that land be made available for the provision of a primary school. The allocation also requires the development of a small convenience store.

Other

Out Rawcliffe

There is a single allocation at Out Rawcliffe which is for employment use. One site (SA2/2) is allocated for employment (1.58ha) based upon a permitted scheme (15/00084) for B8 storage and distribution.

Ref	Site	Hectares
SA2/2	Valiants Farm	1.58

Commentary - There are no residential allocations at Out Rawcliffe, which is a dispersed settlement in the heart of rural Wyre.

Reasonable alternatives options - None.

Additional Social infrastructure – No

Appendix 5 – Reasonable Alternative Options Considered

Appendix 5a – Reasonable Alternative Options table

Alternative Option Site Ref	Site	Settlement		Considered Use	Site Area	Dwellings	Employment (ha)	Reason for rejecting reasonable alternative options
AO/BAR1	Land West of Garstang Road (South Barton)	Barton		Housing	2.73	66	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.
AO/BIL1	Land South of Harrison Cottage	Billsborrow		Housing	1.68	40	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.
AO/BIL2	Land at Threlfalls Farm	Billsborrow		Housing	1.56	38	n/a	
AO/BIL3	Land at Forge Farm	Billsborrow		Housing	1.04	25	n/a	
AO/BIL4	Land South of Holland Villas	Billsborrow		Housing	3.09	74	n/a	
AO/BOW1	Calder House Lane	Bowgreave		Housing	0.96	29	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is located within the proposed Area of Separation between Garstang and Cabus. The site is therefore not allocated in the Local Plan.
AO/CAB1	Land of A6 Lancaster Road and South of Gubberford land, Cabus	Cabus		Housing	9.6	173	n/a	
AO/CAB2	South West Cabus	Cabus		Housing	40.52	729	n/a	
AO/CAB3	Rear of Clay Lane Head Farm & Gubberford Lane	Cabus		Housing	3.26	78	n/a	
AO/CTL1	Moon Farm, Stubbins Farm and Land South of Stones Lane	Catterall		Housing	9.23	166	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor.

								The site is therefore not allocated in the Local Plan.
AO/CTL2	Westfield Farm	Catterall		Housing and Travelling Showpeople	18.31	330	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The landowner is only willing to support the allocation of the site for Travelling Showpeople if the site is part of a wider allocation for residential development. The site is therefore not allocated in the Local Plan.
AO/CTL3	Land at Ripon Hall Farm	Catterall		Housing	18.89	334	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.
AO/FOR1	Land to West of Forton	Forton		Housing	2.34	56	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.
AO/GST1	Land West of Prospect Farm	Garstang		Housing	12.21ha	220	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.
AO/GST2	Land off Castle Lane and Land South of Castle Lane	Garstang		Housing	5.99	108	n/a	
AO/GST3	Land of Castle Lane (adjoining Spalding Avenue)	Garstang		Housing	3.54	85	n/a	

AO/GST4	Site bounded by Cockerham Road, Nateby Crossing Lane and Croston Barn Road	Garstang		Housing and Travelling Showpeople	8.67	156	n/a	The landowner of 'Site bounded by Cockerham Road, Nateby Crossing Lane and Croston Barn Road' and 'East of Cockerham Road' are not willing to support the allocation of the site for Travelling Showpeople.
AO/GST5	East of Cockerham Road	Garstang		Housing and Travelling Showpeople	7.78	140	n/a	
AO/HAM1	South East Hambleton	Hambleton			14.6	263	n/a	There is a shared highway capacity limit for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is considered least sequentially preferable of the proposed housing allocations for Hambleton, Knott End/Preesall, Stalmine and Pilling. Part of the 'East of Hambleton' site is to be subject to long-term management to provide optimal foraging resources associated with pending Planning Application (16/00217/OUTMAJ) at Land at Arthurs Lane, Hambleton. The site is therefore not allocated in the Local Plan.
AO/HAM2	East of Hambleton	Hambleton		Housing	18.33	330	n/a	
AO/INS1	North of Preston Road/Pinfold Lane	Inskip		Housing	4.28	77	n/a	There is a highway capacity limit for Inskip and St. Michaels. The site is considered least sequentially preferable of the proposed housing allocations for Inskip and St. Michaels. The site is therefore not allocated in the Local Plan.
AO/INS2	Higham Side Road/Preston Road, Inskip	Inskip		Housing	3.57	86	n/a	
AO/INS3	Hodgkinson's Farm, off Preston Road, Inskip	Inskip		Housing	17.2	310	n/a	
AO_INS4	Dead Dam Bridge, Preston Road	Inskip		Housing	3.47	83	n/a	
AO/KNO1	Land of Pilling Avenue	Knott End		Housing	2.51	59	n/a	

								Stalmine and Pilling. The site is considered least sequentially preferable of the proposed housing allocations for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is therefore not allocated in the Local Plan.
AO/PIL1	Taylor's Lane Industrial Estate	Pilling		Employment	0.69	n/a	0.69	The landowner is unable to confirm their support for the site to be allocated for employment. The site is therefore not allocated in the Local Plan.
AO/PFY1	Land at Fauldrey Avenue, North of Little Poulton Lane	Poulton-le-Fylde		Housing	13.75	248	n/a	There is a highway capacity limit for Poulton-le-Fylde. The site is considered least sequentially preferable of the proposed housing allocations for Poulton-le-Fylde. The site is therefore not allocated in the Local plan.
AO/PFY2	Land South and east of Blackpool Road	Poulton-le-Fylde		Housing	38.99	702	n/a	
AO/PFY3	Land East of Longhouse Lane	Poulton-le-Fylde		Housing	1.54ha	37	n/a	
AO/PRE1	Land to South West of Preesall	Preesall Hill		Housing	2.02	48	n/a	There is a shared highway capacity limit for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is considered least sequentially preferable of the proposed housing allocations for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is therefore not allocated in the Local Plan.
AO/PRE2	Park Lane, South Preesall Hill	Preesall Hill		Housing	2.74	66	n/a	
AO/SCO1	Land adjoining Factory Brow and Wyresdale Crescent	Scorton		Housing	3.74	90	n/a	There is no highway capacity for Scorton. The site is therefore not allocated in the Local Plan.
AO/STA1	Land East of Carr End Lane	Stalmine		Housing	4.52	81	n/a	There is a shared highway capacity limit for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is

AO/STA2	Land West of Carr End Lane	Stalmine		Housing	2.27	55	n/a	considered least sequentially preferable of the proposed housing allocations for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is therefore not allocated in the Local Plan.
AO/STA3	North Stalmine	Stalmine		Housing	16.5	297	n/a	There is a shared highway capacity limit for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is considered least sequentially preferable of the proposed housing allocations for Hambleton, Knott End/Preesall, Stalmine and Pilling. The site is therefore not allocated in the Local Plan.
AO/THN1	Land between Raikes Road/ Stanah Road/ Underbank Road and Land West of Thornton Hall Farm	Thornton		Housing	21.46	386	n/a	There is a highway capacity limit for Thornton. The site is considered least sequentially preferable of the proposed housing allocations for Thornton. The site is therefore not allocated in the Local Plan.
AO/WIN1	Land at School Lane	Winmarleigh		Housing	3.12	75	n/a	There is a highway capacity limit for the A6 corridor. The site is considered least sequentially preferable of the proposed housing allocations for the A6 corridor. The site is therefore not allocated in the Local Plan.

Appendix 5b – Reasonable Alternative Options map

See separate document

ANNEX A – A6 Review

See separate document.

ANNEX B – Fylde Coast GTAA technical note

See separate document