

# Sustainability Appraisal Of Preferred Options Site Allocations and Development Management Policies DPD



South Ribble Borough Council



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# INTRODUCTION

## Background

1.1 The Planning and Compulsory Purchase Act 2004 contains a statutory requirement for local planning authorities to undertake their functions with a view to contributing to the achievement of sustainable development. Sustainable development is often defined as:

**“Development that meets the needs of the present without comprising the ability of future generations to meet their own needs” (World Commission on Environment and Development).**

1.2 The purpose of a Sustainability Appraisal (SA) is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of DPDs. In this case into the South Ribble Preferred Options Site Allocations and Development Management Policies DPD; this will be referred to as the **‘Site Allocations document’** from this point on.

1.3 The SA process is central to the preparation of DPDs and underpins the testing and generation of options. Planning Policy Statement 12: Local Spatial Planning (PPS12) emphasises that the SA should provide a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process.

1.4 The Strategic Environmental Assessment (SEA) Directive 2001/42/EC requires the effect of certain plans and programmes on the environment to be assessed. The requirements of the SEA Directive have been incorporated into this SA report. These requirements are covered in more detail later in this section.

## Site Allocations document

1.5 The Site Allocations document sets out the Council’s preferred sites for a variety of uses including residential, employment, open space and green infrastructure etc. and a series of preferred development management policies covering themes such as trees and woodlands, car parking and Green Belt etc.

1.6 The purpose of this SA is to set out the methodology to be undertaken in relation to the preparation of the Site Allocations document. The method seeks to meet the requirements of the Strategic Environmental Assessment (SEA) Directive, the guidance on the SA of Regional Spatial Strategies and Local Development Documents published by the Office of Deputy Prime Minister (ODPM) in November 2005 and the guidance contained in the Plan Making Manual produced by DCLG.

1.7 The general locations for development have been decided through the Central Lancashire Core Strategy; therefore this SA of the Site Allocations document will instead focus on assessing and comparing the social, environmental and economic effects of each individual site that has been put forward for consideration and each preferred development management policy that has been put forward for consideration.

1.8 The SA Framework used to assess the Central Lancashire Core Strategy formed the basis of this SA Framework which has been used to assess the Site Allocations document to ensure compatibility and consistency in process between DPDs within the Local Development Framework (LDF). See later section which sets out the methodology including the sustainability objectives and indicators used to assess each preferred site and preferred development management policy at the Preferred Options stage.

## Compliance with the SEA Directive

1.9 The 'European Strategic Environmental Assessment Directive' (2001/142/EC) requires the assessment of the effects of certain plans and programmes on the environment. This is transposed into UK law under the 'Environmental Assessment of Plans and Programmes Regulations 2004'. The requirements of this Directive must be incorporated into the SA process. The objectives of this directive are ***'to provide a high level of protection to the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.'***

1.10 The Act also requires the SA to consider economic and social objectives. The Government considers it possible to carry out a single appraisal meeting the needs of the requirements for both SEA and SA in terms of procedure and scope.

1.11 Throughout this report where reference is made to SA it should be taken to automatically include the requirements of the SEA Directive.

**Table 1: Demonstrating compliance with the SEA Directive**

	<b>SEA Directive requirement (The 'environmental report' must include...)</b>	<b>Where in the plan and SA can this be found?</b>
The plan's objectives and the content of the plan	<i>"an outline of the contents, main objectives of the plan or programme and relationships with other relevant plans and programmes" (Annex I (a))</i>	<b>Description of Plan Strategic Objectives</b>
The SA methodology	<p><i>"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information" (Annex I(h))</i></p> <p><i>"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" (Annex I(e))</i></p> <p><i>"The [environmental] authorities... shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report" (Article 5(4))</i></p> <p><i>"The [environmental] authorities... and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme or its submission to the legislative procedure" (Article 6(2))</i></p>	<b>Appraisal Methodology for the Site Allocations Options</b>
The policy context in which the plan is being prepared	<i>"an outline of the contents, main objectives of the plan or programme and <b>relationship with other relevant plans and programmes</b>" (Annex I(a))</i>	<b>Description of Plan Strategic Objectives</b>
The sustainability objectives relevant to the plan	<i><b>"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" (Annex I(e))</b></i>	<b>Appraisal Methodology for the Site Allocations Options Appendix 1 – 3 Evidence Gathering, Baseline and Sustainability Issues and Problems</b>
The current baseline	<i><b>"the relevant aspects of the current state of the environment and the likely evolution thereof without</b></i>	<b>Appendix 2 Baseline</b>

SEA Directive requirement (The 'environmental report' must include...)		Where in the plan and SA can this be found?
situation	implementation of the plan or programme" (Annex I(b)) <b>"the environmental characteristics of areas likely to be significantly affected"</b> (Annex I(c))	
The likely situation without the plan	"the relevant aspects of the current state of the environment and <b>the likely evolution thereof without implementation of the plan or programme</b> " (Annex I(b))	<b>Appendix 1 – 3 Evidence Gathering, Baseline and Sustainability Issues and Problems</b>  <b>Monitoring</b>
Key issues for the plan	<b>"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]"</b>	<b>Appendix 3 Sustainability Issues and Problems</b>
Key issues relating to European sites	<b>"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]"</b>	<b>Appendix 1 – 3 Evidence Gathering, Baseline and Sustainability Issues and Problems</b>  <b>See separate Habitat Regulations Assessment Report</b>
The alternatives considered and the rationale behind them	<b>"Where an environmental assessment is required ... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated"</b> (Article 5(1))  <b>"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"</b> (Annex I(h))	<b>Appraisal Methodology for the Site Allocations Options</b>  <b>Sustainability Appraisal Results</b>
The likely significant effects of the plan including the alternatives considered	<b>"the likely significant effects ( ) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"</b> (Annex I(f))  <b>( ) These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.</b>	<b>Appraisal Methodology for the Site Allocations Options</b>  <b>Sustainability Appraisal Results</b>  <b>What has changed as a result of this SA?</b>  <b>Monitoring</b>
Mitigation and enhancement measures	<b>"the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme"</b> (Annex I(g))	<b>Appraisal Methodology for the Site Allocations Options</b>  <b>Sustainability Appraisal Results</b>  <b>What has changed as a result of this SA?</b>  <b>Appendix 4 and</b>

SEA Directive requirement (The 'environmental report' must include...)		Where in the plan and SA can this be found?
		Appendix 5 full details of results
Monitoring arrangements	<b>"a description of the measures envisaged concerning monitoring..."</b> (Annex I(i))	Monitoring
How the SA findings were taken into account	<b>"The environmental report... [and] the opinions expressed [through the consultation] shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure"</b>	Appraisal Methodology for the Site Allocations Options  Sustainability Appraisal Results  What has changed as a result of this SA?  Appendix 4 and Appendix 5 full details of results
Non-technical summary	<b>"a non-technical summary of the information provided..."</b> (Annex I(j))	See separate Non Technical Summary Report

## **DESCRIPTION OF PLAN**

### **North West Regional Spatial Strategy**

- 2.1 The North West RSS provides a regional strategy for the North West of England, for development, protection, investment, regeneration etc. up until 2021. It sets predicted levels of growth, specifically housing and employment targets for each of the local areas in the North West region and considers a wide range of cross boundary issues such as transport, retail, renewable energy etc. Each LDF must be in general conformity with the policies in the RSS, unless local circumstances dictate otherwise. The RSS has undergone a full SA and mitigated any of the impacts that may have been caused as a result of sites and policies it adopted.
- 2.2 It is worth noting the Government's intention to revoke regional strategies through the Localism Bill that is currently going through Parliament, although as yet no dates are known for its potential revocation and so the RSS remains part of the South Ribble Development Plan.

### **Central Lancashire Core Strategy**

- 2.3 The Central Lancashire Core Strategy covers the local authority areas of Chorley, South Ribble and Preston and is the spatial planning strategy for the area up until 2026. The document has recently been the subject of an Examination in Public which remains ongoing as of November 2011.
- 2.4 The overall vision of the Core Strategy is that Central Lancashire will be a highly sought after place to live, work and visit in the North West. A unique location encouraging sustainable development whilst remaining a place with 'Room to Breathe'. The Site Allocations document must be in general conformity with the principles set out in the Central Lancashire Core Strategy and the North West RSS. The Core Strategy has been subject to a full SA and been signed off as sound by the nature conservation body; Natural England.

### **Site Allocations Document – Preferred Options Stage**

- 2.5 The Plan: The Site Allocations document combines a list of preferred sites proposed to be allocated for a variety of land uses and a list of preferred development management policies that will manage the type, quality and design of development etc.
- 2.6 Approximately a hundred sites have been suggested as preferred sites for a variety of land uses including new housing, employment, parks and open spaces and community facilities. As well as 32 preferred development management policies which follow on from the broad, strategic policies set out in the Core Strategy but are criteria focussed to assist with decision making for planning applications.
- 2.7 The Site Allocations document remains based on the Strategic Objectives identified within the Central Lancashire Core Strategy, namely the 26 below. As Table 2 illustrates, the policies within the Site Allocations document have been attributed to the Strategic Objectives defined within the Central Lancashire Core Strategy and further aims to link the compatibility between the two documents as they frame the major focus of the LDF.



**Table 2: Compatibility with Strategic Objectives**

Strategic Objective	Theme/ Issue	Core Strategy Policy	Site Allocations Development Management Policy
<p>SO1 To foster growth and investment in Central Lancashire in a manner that:</p> <ul style="list-style-type: none"> <li>• Makes the best use of infrastructure and land focussing on the Preston/ South Ribble Urban Area, and the Key Service Centres of Leyland and Chorley.</li> <li>• Marries opportunity and need by focussing investment in Preston City Centre and other Strategic Sites and Locations, and Leyland and Chorley town centres.</li> <li>• Supports service provision in rural areas, particularly Rural Local Service Centres.</li> </ul>	Spatial Strategy – Managing and Locating Growth	Policy 1	<p>Policy B1: Existing built-up areas</p> <p>Policy B2: Village Development</p> <p>Policy C1: Pickering’s Farm, Penwortham</p> <p>Policy C2: Moss Side Test Track, Leyland</p> <p>Policy C3: Cuerden Strategic Site</p> <p>Policy D1: Allocation of Housing Sites</p> <p>Policy E1: Allocation of Employment Land</p>
SO2 To ensure there is sufficient and appropriate infrastructure to meet future needs, funded where necessary by developer contributions.	Infrastructure	Policy 2	<p>Policy A1: Cross Borough Link Road</p> <p>Policy A2: The Completion of the Penwortham Bypass</p> <p>Policy D2: Phasing, Delivery and Monitoring</p>
SO3 To reduce the need to travel, manage car use, promote more sustainable modes of transport, and improve the road network to the north and south of Preston.	Travel	Policy 3	<p>Policy A1: Cross Borough Link Road</p> <p>Policy A2: The Completion of the Penwortham Bypass</p> <p>Policy F1: Parking Standards</p>
SO4 To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improvement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.	Travel	Policy 3	<p>Policy A1: Cross Borough Link Road</p> <p>Policy A2: The Completion of the Penwortham Bypass</p> <p>Policy F1: Parking Standards</p>
SO5 To help make available and maintain within Central Lancashire a ready supply of residential development over the plan period so as to help deliver sufficient new housing of appropriate types to meet future requirements. This should also be based on infrastructure provision, as well as ensuring that delivery does not compromise existing communities.	Housing Delivery	Policy 4	<p>Policy D1: Allocation of Housing Sites</p> <p>Policy D2: Phasing, Delivery and Monitoring</p> <p>Policy D3: Agricultural Workers’ Dwellings in the Countryside</p> <p>Policy B2: Village Development</p>
SO6 To achieve densities for new housing that respect the local character of surrounding areas, whilst making efficient use of land.	Housing Density	Policy 5	<p>Policy D2: Phasing, Delivery and Monitoring</p> <p>Policy B3: Design Criteria for New Development</p>
SO7 To improve the quality of existing housing, especially in Inner East Preston and pockets of poor stock in South Ribble and Chorley Boroughs and to bring empty properties back into use.	Housing Quality	Policy 6	<p>Policy D2: Phasing, Delivery and Monitoring</p> <p>Policy B3: Design Criteria for New Development</p>

Strategic Objective	Theme/ Issue	Core Strategy Policy	Site Allocations Development Management Policy
SO8 To significantly increase the supply of affordable and special needs housing particularly in places of greatest need such as in more rural areas.	Affordable Housing	Policy 7	Policy D1: Allocation of Housing Sites  Policy D2: Phasing, Delivery and Monitoring
SO9 To guide the provision of pitches for Gypsies, Travellers and Travelling Showpeople in appropriate locations, if genuine need arises.	Traveller accommodation	Policy 8	N/A
SO10 To ensure there is sufficient range of locations available for employment purposes.	Economic growth and employment.	Policy 9 and 10	Policy E1: Allocation of Employment Land  Policy E2: Protection of Employment Areas and Sites  Policy C2: Moss Side Test Track, Leyland  Policy C3: Cuerden Strategic Site
SO11 To secure major retail and leisure investment in Preston City Centre to enable it to function as an alternative shopping and commercial destination to Manchester and Liverpool. To achieve the retail and leisure potential of Chorley and Leyland town centres and ensure the district and local centres provide for local needs.	Retail, town centre and leisure development	Policy 11	Policy E3: Leyland Town Centre  Policy E4: District Centre  Policy E5: Local Centre
SO12 To create, enhance and expand tourist attractions and visitor facilities in the City, town centres and appropriate rural locations.	Tourism, entertainment and cultural facilities	Policies 11, 12 and 13	Policy E3: Leyland Town Centre  Policy E4: District Centre  Policy E5: Local Centre  Policy G6: Central Park  Policy G9: Worden Park
SO13 To sustain and encourage appropriate growth of rural businesses, taking into account the characteristics of the urban fringe and wider countryside.	Rural Economy	Policy 13	Policy B2: Village Development  Policy D3: Agricultural Workers' Dwellings in the Countryside  Policy G2: The Re-Use and Adaptation of Buildings in the Green Belt
SO 14 To ensure appropriate education facilities are available and skills deficiencies are addressed.	Education, skills and economic inclusion	Policy 14 and 15	Policy H1: Protection of Health, Education and other Community Services and Facilities
SO 15 To foster 'place shaping' to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings.	Design and new buildings	Policy 17	Policy B3: Design Criteria for New Development

Strategic Objective	Theme/ Issue	Core Strategy Policy	Site Allocations Development Management Policy
SO 16 To protect, conserve and enhance Central Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.	Landscape and built environment assets	Policy 16 and 21	Policy B3: Design Criteria for New Development  Policy G1: Green Belts  Policy G4: Protected Open Land  Policy G5: Areas of Separation
SO 17 To maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'.	Built and natural environment assets	Policies 18, 19, 20 and 21	Policy B3: Design Criteria for New Development  Policy G1: Green Belts  Policy G4: Protected Open Land  Policy G5: Areas of Separation  Policy G6: Central Park  Policy G7: Green Infrastructure – Existing Provision  Policy G8: Green Infrastructure – Future Provision  Policy G9: Worden Park
SO 18 To improve the health and wellbeing of all Central Lancashire's residents and reduce the health inequalities that affect the more deprived urban areas, particularly Inner East Preston.	Health and wellbeing	Policy 23	Policy H1: Protection of Health, Education and other Community Services and Facilities
SO 19 To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services, including healthy food.	Health and wellbeing	Policy 24 and 25	Policy H1: Protection of Health, Education and other Community Services and Facilities
SO 20 To create environments in Central Lancashire that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime.	Crime and community safety	Policy 26	Policy B3: Design Criteria for New Development

Strategic Objective	Theme/ Issue	Core Strategy Policy	Site Allocations Development Management Policy
SO 21 To reduce energy use and carbon dioxide emissions in new Development.	Energy use	Policy 27	Policy B3: Design Criteria for New Development  Policy G1: Green Belts  Policy G4: Protected Open Land  Policy G5: Areas of Separation  Policy G6: Central Park  Policy G7: Green Infrastructure – Existing Provision  Policy G8: Green Infrastructure – Future Provision  Policy G9: Worden Park  Policy G10: Green Infrastructure in Residential Developments  Policy G11: Green Corridors  Policy G12: Trees, Woodlands and Developments  Policy G13: Unstable or Contaminated Land  Policy G14: Derelict Land Reclamation
SO 22 To encourage the generation and use of energy from renewable and low carbon sources.	Energy generation	Policy 28	Policy B3: Design Criteria for New Development
SO 23 To manage flood risk and the impacts of flooding especially adjoining the river Ribble and at Croston.	Water management	Policy 29	Policy G1: Green Belts  Policy G4: Protected Open Land  Policy G5: Areas of Separation  Policy G7: Green Infrastructure – Existing Provision  Policy G8: Green Infrastructure – Future Provision  Policy G10: Green Infrastructure in Residential Developments  Policy G11: Green Corridors  Policy G12: Trees, Woodlands and Developments

<b>Strategic Objective</b>	<b>Theme/ Issue</b>	<b>Core Strategy Policy</b>	<b>Site Allocations Development Management Policy</b>
SO 24 To reduce water usage, protect and enhance Central Lancashire's water resources and minimise pollution of water, air and soil.	Natural resource management	Policies 29, 30 and 31	Policy B3: Design Criteria for New Development

## SCOPING AND EVIDENCE BASE

3.1 This chapter of the report covers the pre-production and evidence gathering stages of the SA prior to this assessment. A full scoping report was produced in conjunction with the other authorities: Preston City Council and Chorley Borough Council and consulted on with the appropriate bodies. For the purpose of this report the document will be either referred to as the Site Allocations document or in some case 'the plan'.

### Relevant Policies, Plans, Programmes and Sustainability Objectives

#### What the SEA Directive says:

The Environmental Report should provide information on:

*“the relationship [of the plan or programme] with other relevant plans and programmes”* (Annex I (a))

*“the environmental protection objectives, established at international, [European] Community or national level, which are relevant to the plan or programme... and the way those objectives and any environmental considerations have been taken into account during its preparation”* (Annex I (a), (e))

- 3.2 In order to develop the SA Framework it is important to review plans and programmes that may be relevant to the SA and the Site Allocations document, as a whole, in order to identify any social, environmental and economic objectives contained within them that should be reflected in the SA process.
- 3.3 The process of reviewing plans and programmes also helps to identify sustainability issues that might influence the preparation of the Site Allocations document, as well as enabling potential synergies to be exploited and any inconsistencies and constraints to be addressed.
- 3.4 The purpose of the Site Allocations document is to allocate sites for development and protection, such as land for housing and land for the Green Belt. This Site Allocations document is at the preferred options stage and so does not allocate sites or development management policies but proposes the Council's preferred options to be subject to a range of assessments, including this one, as well as full community and stakeholder engagement. The Site Allocations document has to be produced in relation to the Central Lancashire Core Strategy and the North West Regional Spatial Strategy (RSS) which currently remain part of the development plan/ LDF.
- 3.5 The review of relevant plans and programmes carried out for the Central Lancashire Core Strategy is therefore also relevant to the Site Allocations document.**
- 3.6 A number of plans and programmes were identified and their implications for the Site Allocations document and SA have been assessed:
- International and EU level initiatives such as Directives and Sustainability Conventions.
  - National level policies and strategies such as Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's), White Papers and the UK Sustainable Development Strategy.
  - Regional level policies and strategies such as the Regional Spatial Strategy (RSS) for the North West, including an update about the current position of the RSS and the Government's intention to revoke RSSs through the Localism Bill.

- Other relevant social, environmental and economic plans and strategies at the county and local level.

3.7 The review of relevant plans, programmes and objectives establishes the relationship of the plan with other plans and programmes and identifies environmental protection objectives at the international, EC and national level. This section therefore meets the requirements of the SEA Directive.

3.8 For a full list of plans and programmes that have informed the assessment of this SA, please see Appendix 1: Review of Relevant Policies, Plans and Programmes and Sustainability Objectives.

## Baseline Information

### What the SEA Directive says:

The Environmental Report should provide information on:

*“the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the plan or programme.”* (Annex 1 (b))

*“the environmental characteristics of areas likely to be significantly affected.”* (Annex 1 (c))

3.9 The SA process involves predicting and assessing the likely effects of different options and policies. In order to be able to carry out this process it is important to collect information on the current and likely future state of the plan’s area.

3.10 The identification of baseline information also helps to identify sustainability problems in the area. For example, much of the data has been compared to data at the county, regional and national level. This enables specific problems to be identified at the local level and subsequently addressed through the Site Allocations document and SA.

3.11 The collection of baseline data fed into the development of the SA Framework outlined within the SA Scoping Report that was produced, as relevant objectives and indicators were developed based on the issues identified in the baseline data.

3.12 The baseline data has been arranged into social, environmental and economic issues. The data, where available, shows trends in order to establish whether the situation is getting better or worse. The data is also compared to achievements at other geographical levels and to targets set through plans and strategies to check how the borough is performing and whether action needs to be taken to improve the situation.

3.13 **The review of the baseline data carried out for the Central Lancashire Core Strategy is also relevant to the Site Allocations document**, as it will allocate sites for development or protection and set out development management policies in accordance with policies set out in the Central Lancashire Core Strategy. Appendix 2 details the baseline data that has informed this SA and the Site Allocations document. The baseline information for South Ribble will enable monitoring and future assessment as to whether the sites and policies set out within the Site Allocations document have met their objectives. This part of the process meets the SEA Directive identified above.

## Sustainability Issues and Problems

### What the SEA Directive says:

The Environmental Report should provide information on:

*“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex I (d))*

- 3.14 The identification of sustainability problems provides an opportunity to define key issues for the overall LDF including the Central Lancashire Core Strategy and the Site Allocations document and to develop sustainability objectives and options. To ensure compatibility and consistency between the two DPDs the same SA Framework has been used which has identified the key issues and problems for South Ribble.
- 3.15 The identification of relevant plans, programmes and objectives and the collection of baseline data have enabled many sustainability issues to be identified. There are other sustainability issues that the council is aware of that have also been taken account of.
- 3.16 The key issues and problems of most relevance to the Site Allocations document are the same as those for the Central Lancashire Core Strategy due to the connectivity between the two documents. The Central Lancashire Core Strategy sets out the overall approach to development and strategic issues, whereas the Site Allocations document sets out the locations of sites for development and protection and specific criteria development management policies at a local level. **The sustainability issues identified for the Central Lancashire Core Strategy are therefore also relevant to the Site Allocations document.** Appendix 3 of this document sets out the key social, environmental and economic sustainability issues and problems and, where possible, links to evidence by reference to the baseline information identified. This meets the requirements of the SEA Directive, as detailed above.

## Sustainability Appraisal Framework

- 3.17 The Sustainability Appraisal Framework consists of objectives, targets (where appropriate) and indicators to provide a means by which the sustainability of the plan can be tested.
- 3.18 The SA Framework contains objectives and indicators, which will provide a yardstick against which the social, environmental and economic effects of the Site Allocations document can be tested. The objectives are statements of what is intended and each has indicators, which measure the progress in achieving the objective. The sustainability objectives are distinct from the Strategic Objectives of the Central Lancashire Core Strategy/ Site Allocations document highlighted in Table 2, although in some cases the themes may overlap. There is no specific monitoring framework attached to the preferred options Site Allocations document, at this stage as there are no finalised sites and policies. However, once the document has reached the next stage; publication, a full monitoring framework will run alongside the document, see later section for further details.
- 3.19 **The SA Framework proposed for assessing the Site Allocations document is based on the SA Framework used for assessing the Central Lancashire Core Strategy.** The objectives detailed in the ODPM November 2005 guidance and in the SA Framework for the Regional Spatial Strategy for the North West formed the basis for the objectives of the Central Lancashire Core Strategy SA Framework, but were modified to meet with the current situation in Central Lancashire (including South Ribble) informed by the collection of baseline data and the identification of sustainability issues and problems.



3.20 Table 3 sets out the SA Framework that formed the basis for the appraisal of the Site Allocations document. It involved the assessment of the impact of the individual preferred sites included within the Site Allocations document, on the objectives and sub-objectives of the SA. Indicators are provided for each objective to provide a means by which the sustainability of each site can be tested. It also provides a base through which to assess the preferred development management policies which have all been assessed against these same objectives. For a full assessment of both the preferred sites taken forward and not taken forward see Appendix 4 and Appendix 5. For details of the assessment of the preferred development management policies see Table 6.

3.21 The SA is an iterative process, whereby the assessment at each stage further informs the production of the Site Allocations document/ 'the plan'. The assessment of the preferred sites and preferred policies has in some cases chosen to certain sites being selected as preferred options and has contributed to the inclusion of certain preferred policies within the document and specific policy wording, that without the SA assessment may not have otherwise been included.

3.22 The preferred sites and preferred development management policies will be further appraised at the next stage; publication stage, where final decisions will be made on the selected sites and policies.

**Table 3: Sustainability Appraisal Framework/ SA Objectives of the Site Allocations document/ 'the plan'**

<b>Social Objectives</b>			
<b>Theme</b>	<b>Objective</b>	<b>Sub-objective</b>	<b>Indicator</b>
Travel	S1. To reduce the need to travel and improve transport accessibility in sustainable ways.	<ul style="list-style-type: none"> <li>▪ Will it reduce private motor vehicle traffic? (car, taxi, motorbike)</li> <li>▪ Will it improve access to and opportunities for walking, cycling and the use of public transport?</li> </ul>	Distance to railway station Rail service frequency Distance to nearest bus stop Bus service frequency Distance to service centre Distance to A road junction Distance to motorway junction Distance to supermarket Distance to convenience store Distance to post office In city/town centre Distance to primary school Distance to secondary school On a cycle route Distance to cycle route
Health & wellbeing	S2. To improve health and wellbeing and/or improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	<ul style="list-style-type: none"> <li>▪ Will it promote healthier lifestyles and a better quality of life?</li> </ul>	Distance to GP surgery Distance to NHS general hospital Distance to public open space or park Distance to local centre

	S3. To reduce crime, disorder and the fear of crime.	<ul style="list-style-type: none"> <li>▪ Will it reduce actual levels of crime?</li> <li>▪ Will it reduce the fear of crime?</li> </ul>	This objective is not considered relevant to site selection. Planning for reduced levels of crime is dealt with in the Core Strategy and is tackled through the inclusion of Secured by Design principles in new developments.
Housing	S4. To improve access to good quality and resource efficient housing including affordable housing.	<ul style="list-style-type: none"> <li>▪ Will it provide an appropriate mix of housing to meet the needs of all?</li> <li>▪ Will it reduce the number of unfit and empty homes?</li> <li>▪ Will it support the development of resource efficient housing?</li> </ul>	The Core Strategy sets out affordable housing and sustainable resource requirements for all new housing developments. All sites being assessed would therefore improve access to resource efficient and affordable housing. This objective needs to be taken into account when deciding the distribution of housing allocations between settlements to ensure that affordable housing is provided in settlements of greatest need.

<b>Environmental Objectives</b>			
<b>Theme</b>	<b>Objective</b>	<b>Sub-objective</b>	<b>Indicator</b>
Biodiversity & landscape	EN1. To protect, enhance and manage biodiversity and local landscape character.	<ul style="list-style-type: none"> <li>▪ Will it protect and enhance biodiversity and Sites of Geological Importance?</li> <li>▪ Will it protect and enhance habitats and species, provide opportunities for new habitat creation and reverse the fragmentation of wildlife corridors?</li> <li>▪ Will it protect and enhance the accessibility of the landscape?</li> </ul>	Green Belt land Major developed site in Green Belt Non Green Belt countryside Safeguarded land Area of separation AONB SSSI Biological/Geological Heritage Site Type of location Agricultural classification
Buildings & heritage	EN2. To protect, conserve and enhance places of architectural, historic, cultural and archaeological value and townscape character.	<ul style="list-style-type: none"> <li>▪ Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape, parks and gardens and their settings?</li> </ul>	Conservation Area Ancient Monument on site Registered Park/Garden Listed Building Locally Listed Building

Environmental Objectives			
Theme	Objective	Sub-objective	Indicator
Climate change, energy & resource use	EN3. To tackle climate change and enable sustainable use of the earth's resources.	<ul style="list-style-type: none"> <li>▪ Will it contribute to the ability to adapt to the impact of climate change?</li> <li>▪ Will it maximise the production and/or use of renewable energy?</li> <li>▪ Will it increase energy efficiency?</li> <li>▪ Will it enable reuse of land or resources?</li> </ul>	Current/former land use
	EN4. To manage flood risk and the impacts of flooding.	<ul style="list-style-type: none"> <li>▪ Will it reduce or manage flooding?</li> </ul>	Flood Zone area
	EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	<ul style="list-style-type: none"> <li>▪ Will it maintain and enhance ground and surface water?</li> <li>▪ Will it maintain and improve local air?</li> </ul>	Contaminated land Located within 3km of a congestion spot

Economic Objectives			
Theme	Objective	Sub-objective	Indicator
Economic growth & employment	EC1. To encourage sustainable economic growth and employment.	<ul style="list-style-type: none"> <li>▪ Will it reduce economic disparities?</li> <li>▪ Will it improve the quality of employment opportunities within the region?</li> <li>▪ Will it attract new businesses?</li> <li>▪ Will it help in key growth areas?</li> </ul>	Distance to employment site (if housing) Access to broadband
Skills & economic inclusion	EC2. To improve the skills of the current workforce and develop skills required to bring people back into the labour market.	<ul style="list-style-type: none"> <li>▪ Will it increase the levels of participation and attainment in education?</li> <li>▪ Will it reduce unemployment, especially in low performing areas?</li> </ul>	Distance to further/higher education
Sustaining the rural economy	EC3. To sustain and encourage appropriate growth of rural businesses.	<ul style="list-style-type: none"> <li>▪ Will it improve the quality of the rural environment?</li> </ul>	No specific indicators but this objective will need to be taken into account when deciding the distribution of allocations between settlements to ensure that an appropriate amount of development is directed to the

			more rural settlements in order to sustain the economies in these areas.
Retailing, tourism and leisure	EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	<ul style="list-style-type: none"> <li>▪ Will it improve the quality of the built and historic environment?</li> </ul>	No specific indicators but this objective will need to be taken into account when deciding the distribution of allocations between settlements to ensure that an appropriate amount of development is directed to each settlement in order to ensure that the population of each settlement would support retail and other services.

3.23 All of the preferred sites indicated within the Site Allocations document and all of the proposed preferred development management policies have been assessed against the SA indicators highlighted in Table 3. Using this evidence, as well as other assessments and planning policy and guidance decisions have been made on which sites and policies to include within the preferred options and which sites and policies to remove from this process. Whilst the SA process has not been used to solely determine the content of the Site Allocations document sites and policies, it was been an important iterative tool.

# APPRAISAL METHODOLOGY FOR THE SITE ALLOCATIONS OPTIONS

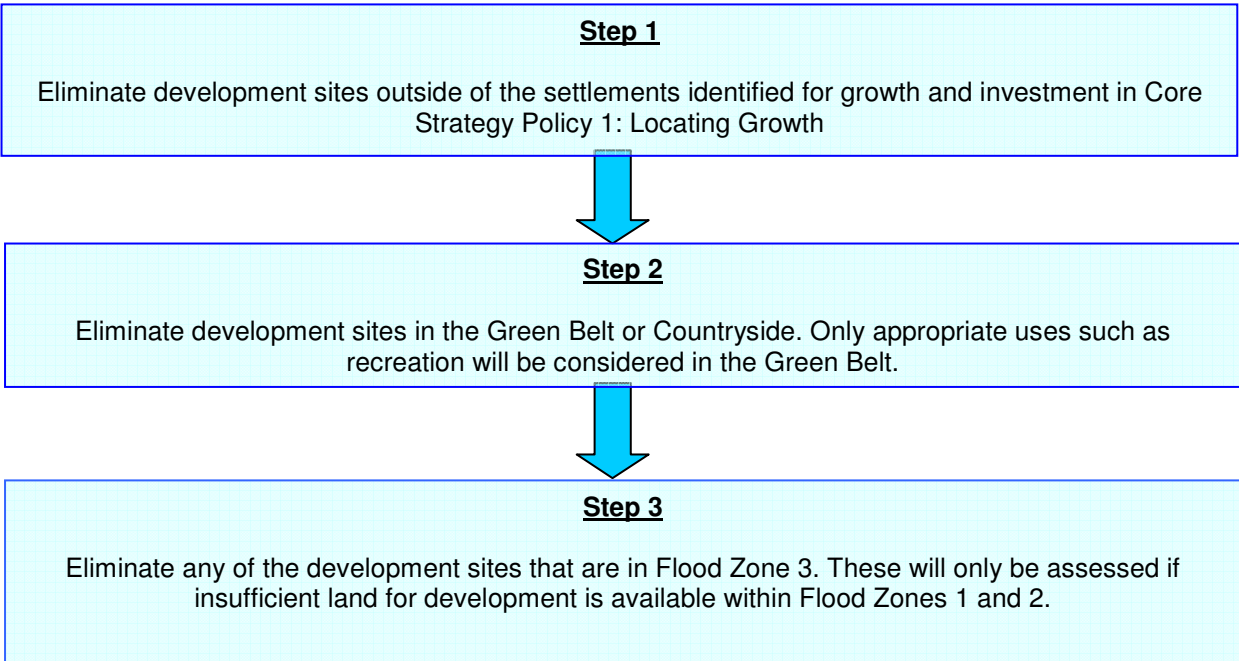
- 4.1 This section sets out how the detailed testing of all site suggestions received was undertaken. The purpose of the Site Allocations document is to determine specific sites for development and protection in accordance with the policies and general locations for development and protection set out in the Central Lancashire Core Strategy.
- 4.2 Initially a filtering exercise was undertaken of all site suggestions received prior to the Issues and Options stage to assess which sites should be taken forward for consultation at the Issues and Options stage.

## Filtering Exercise

4.3 When preparing the scoping report it was decided that certain sites would be filtered out at an initial stage if they were straight away considered inappropriate to allocate, for example due to their size or location. The first stage was to eliminate sites under 0.4 hectares in size as these were considered too small to allocate and any development proposals for these sites could be dealt with through normal planning procedures. Then any sites that were in the Green Belt or Countryside would be filtered out as only very limited uses are considered appropriate in this designation (as per national policy) and the Central Lancashire Core Strategy sets out that there is no need for the release of Green Belt within the plan period. The final category of filtering was if sites were in Flood Zone 3. These site suggestions would only be assessed if insufficient land was available within the lower Flood Zones 1 and 2. All other site suggestions that were not filtered out for these reasons were carried forward to the next stage: Issues and Options consultation.

4.4 This exercise is set out below.

**Figure 1: Filtering out Site Selection Process**



## What happened at Issues and Options?

- 4.5 The Issues and Options stage of the Site Allocations document went out for public consultation in December 2010 to January 2011. This document included a wide range of sites that had been suggested from developers and landowners for a variety of uses including housing, employment and parks.
- 4.6 Some site suggestions were filtered out before the Issues and Options Stage as a result of the methodology set out within the scoping report (see Figure 1).
- 4.7 All of the other sites suggested for consultation during the Issues and Options Stage were carried forward into the Issues and Options Site Allocations document as possible options for development and protection. After the consultation, a methodology was undertaken to determine which of the options – sites and policies – were the most appropriate to carry forward into the Preferred Options Stage. Details of this further assessment are available below.

## What happened at Preferred Options?

- 4.8 During the preparation of the Preferred Options Site Allocations document all of the options presented within the Issues and Options document were appraised by the sustainability indicators outlined. Each site was assessed in the same way, against the SA indicators and were given a band (explained below) and ultimately a judgement on the suitability of the site for development or protection from a sustainability perspective. \*\*Please note that whilst the SA findings have been taken into consideration in choosing the preferred sites and policies, at times other planning considerations have outweighed the SA findings.
- 4.9 Each sustainability indicator has a set of categories that identified each sites performance in relation to that indicator (Figure 2). Each of these categories is banded from A to E to give a clear indication as to how a site performs in relation to each indicator and to be able to easily compare the performance of each site. Band A denotes the most sustainable and Band E the least sustainable. Band E has been reserved for those indicators that are considered to be of most significance in determining the sustainability of a site (Figure 3).
- 4.10 Banding each site's performance against all the indicators gives a clear overview of the site's sustainability. SA commentary was provided for each site outlining its performance in relation to the social, environmental and economic indicators. Several indicators assessing the deliverability of the site were also included in the site assessment. Each site was then given an overall Band from A to E to enable a comparison of each site's sustainability to be made. Figure 3 identifies how the overall band for each site was determined.
- 4.11 A spectrum showing the range of bands achieved by each site was included in the assessment to give a clear picture of how each site performed and help make comparisons between sites with the same overall band. Full results of sites not taken forward and sites taken forward into the Preferred Options Site Allocation document, see Appendix 4 and 5.
- 4.12 An example of the proforma used to test the sustainability of each site is set out in Figure 4. This testing informed the selection of preferred sites proposed. It is proposed that site selection should follow a sequential approach where preference is given to sites in Band A, followed by Band B. There are a number of other constraints however which were taken into account when deciding which sites should be proposed as preferred sites within the Preferred Options Site Allocations document.

**Figure 2: Sustainability Indicators and Categories**

SA Obj	Indicator	Site Performance and Band				
		A	B	C	D	E
S1	Distance to railway station	Up to 0.8km	0.81 to 1.6km	1.61 to 2.4km	2.41 to 3km	Over 3km
	Rail service frequency	4 or more/hour/direction	2-3 trains/hour/direction	Hourly service	Less than hourly service	No services in settlement
	Distance to nearest bus stop	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
	Bus service frequency	6 or more/hour/direction	2-5/hour/direction	1/hour/direction	Less than 1/hr/direction	No services
	Distance to key service centre	Up to 0.8km	0.81 to 1.6km	1.61 to 2.4km	2.41 to 3km	Over 3km
	Distance to A Road junction	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to motorway junction	Up to 1.6km	1.61 to 3km	Over 3km	-	-
	Distance to supermarket	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to convenience store	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	-	Over 1.2km
	Distance to Post Office	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
	Distance to Primary School	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to Secondary School	Up to 0.8km	0.81 to 1.6km	1.61 to 3.2km	3.21 to 5km	Over 5km
On a cycle route	Yes	-	No	-	-	
Distance to cycle route	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km	
S2	Distance to GP surgery	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to NHS general hospital	Up to 2km	2.1 to 5km	5.1 to 10km	Over 10km	-
	Distance to public open space/park	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
	Distance to local centre	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
EN1	Designation of land	Preston Urban Area/Key Service Centre	Urban/Rural Local Service Centre	Major Developed Site in Green Belt	Safeguarded Land	Green Belt/Open Countryside
	Area of Separation	Outside	-	Part outside part within	-	Within
	AONB	Outside	-	Part outside part within	-	Within
	SSSI	Outside	-	Part outside part within	-	Within
	Biological/ Geological Heritage Site	Outside	-	Part outside part within	-	Within
	Agricultural classification	None/ 5	4	3	2	1
EN2	Conservation Area	Outside	Part outside part within	Within	-	-
	Ancient Monument on site	No	-	No but one nearby	-	Yes
	Registered Park or Garden	Outside	-	Part outside part within	-	Within
	Listed Building on site	No	Grade II	Grade II*	Grade I	-
	Locally Listed Building on site	No	-	Yes	-	-
EN3	Current/former land use	Brownfield	-	Part Brownfield/Part Greenfield	Greenfield	Urban greenspace
EN4	Flood Zone area	All Zone 1	Part Zone 2	All Zone 2	Part Zone 3	All Zone 3
EN5	Contaminated land	Low	-	Medium	-	High
	Within 3km of a congestion spot	No	-	Yes	-	-
EC1	Distance to employment site	Up to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km	-
	Access to Broadband	Yes	-	-	-	No
EC2	Distance to further/higher education	Up to 1.6km	1.61 to 3.2km	3.21 to 5km	Over 5km	-
Deliverability Indicators	Access to sewer system	All yes	-	-	-	Any No
	Access to water					
	Access to gas					
	Access to electricity					
	Existing road access					
	At risk from hazardous installations					

**Figure 3: Determining the Band**

Band	Minimum performance to achieve band
A	Site is located within South Ribble Urban Area or a Key Service Centre. AND More than half of the indicators fall within Band A. AND No more than 5 indicators fall within Band C. AND No indicator falls below Band C.
B	Site is located within or adjoining any settlement being considered. AND More than half of the indicators fall within Band B or above. AND No more than 5 indicators fall below Band C.
C	Site is located within or adjoining any settlement being considered. AND More than half of the indicators fall within Band C or above. AND No more than 5 indicators fall within Band E.
D	Site is located within or adjoining any settlement being considered. AND More than half of the indicators fall within Band D or above.
E	Site is not deliverable. OR Site is deliverable but more than half of the indicators fall within Band E.



**Figure 4: SA Proforma Example**

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station		<i>Summarise the performance of the site against each SA objective. Split into social, environmental and economic.</i>
	Rail service frequency		
	Distance to nearest bus stop		
	Bus service frequency		
	Distance to service centre		
	Distance to A Road junction		
	Distance to motorway junction		
	Distance to supermarket		
	Distance to convenience store		
	Distance to Post Office		
	Distance to Primary School		
	Distance to Secondary School		
	On a cycle route		
	Distance to cycle route		
S2	Distance to GP surgery		
	Distance to NHS general hospital		
	Distance to public open space/park		
	Distance to local centre		
EN1	Designation of land		
	Area of Separation		
	AONB		
	SSSI		
	Biological/ Geological Heritage Site		
EN2	Agricultural classification		
	Conservation Area		
	Ancient Monument on site		
	Registered Park or Garden		
	Listed Building on site		
EN3	Locally Listed Building on site		
	Current/former land use		
EN4	Flood Zone area		
EN5	Contaminated land		
	Within 3km of a congestion spot		
EC1	Distance to employment site		
	Access to Broadband		
EC2	Distance to further/higher		
Deliverability Indicators	Access to sewer system		<i>Is the site deliverable: Yes/No</i>
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
	At risk from hazardous installations		

## SUSTAINABILITY APPRAISAL RESULTS

5.1 There were a number of sites that were not appropriate to carry forward past the Issues and Options stage and into the Preferred Options stage, partially as a result of SA findings but also wider planning considerations such as conformity with the broad locations and principles set out in the Central Lancashire Core Strategy, current Open Space designation, significant hazardous constraints etc. The sites listed in Table 4 are all those that were not considered appropriate to be carried forward to the Preferred Options Site Allocations stage, including justification of why which relates to sustainability problems and issues.

5.2 For a full set of results on all the sites deemed not appropriate to take forward in this process to the next stage, please see the sustainability appraisal proforma's within Appendix 4. \*\* Please note any sites that were filtered out at the Issues and Options Stage and remain filtered out at the Preferred Options stage do not have a SA proforma assessment nor do those sites within Table 4 that have been built out since the start of the process.

**Table 4: Suggested Sites not taken forward**

Site	Justification
Land off London Way/Dewhurst Row	Not appropriate for development as the site acts as a buffer between two built up areas and has a wildlife corridor running through the site.
Church Road, Bamber Bridge	The site is partly within a Conservation Area and not considered appropriate for development.
Priding House Hostel	This site is not being taken forward as an educational facility has already been built on part of the site. As it is in the existing built-up area some future residential development could be acceptable but it is not necessary to allocate the site.
Land at Brindle Road	The site is currently designated as Open Space and would be inappropriate to change the current designation.
Wigan Road	Currently Open Space and is adjacent to employment uses, so it would be inappropriate as residential development.
Land at Riverside	The site is not considered appropriate to allocate due to contaminated land, waste water and hazardous installations constraints.
Baxi Offices	The site is fairly small and the development intentions of the land owner remain unknown, as such it is not deemed appropriate to allocate but this does not preclude development from being acceptable in the future.
Charnley Fold House	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Factory at Brown Street	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Fourfields House	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Olive Farm, Hoghton Lane	This site was filtered out at the Issues and Options Stage of the process, however an error occurred and this site should have been listed as 'Local Needs in Villages', which is now termed 'Village Development'. See list of sites being taken

Site	Justification
	forward.
Land of Coupe Green	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Farington Estate, Stanifield Lane	The site is within the Green Belt and an inappropriate designation for development. This site is also intended to form part of a wider Area of Separation.
Builder's Yard, Stanifield Lane	The site is very small and deemed not appropriate to allocate, however this does not preclude some form of development coming forward in the future.
Land off East Street	The site is very small and deemed not appropriate to allocate, however this does not preclude some form of development coming forward in the future
212 Croston Road	This site has recently been built on, so is not appropriate for allocation within the site allocations. *No SA proforma as this site has been built.
Gregson Lane Cricket Club	The site is within the Green Belt and an inappropriate designation for development.
Land adjoining 141 Gregson Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Mather Fold Farm	Inappropriate development due to location within the Green Belt.
Darwenside Nursery	The site is located on a wildlife corridor and the site is best and most versatile agricultural land which policy seeks to protect for more appropriate uses.
Land off Gregson Lane	Inappropriate development due to location within the Green Belt.
Land off Kittlingbourne Brow	The site is within the Green Belt and currently used for agricultural purposes and an inappropriate designation for development.
Higher Walton Mill	The site is currently an active employment site and would not be appropriate to be re-classified for residential use.
Victoria Place, Higher Walton Road	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land off Rosewood Drive	The site is within the Green Belt and an inappropriate designation for development
Bannister Hall	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Bannister Hall Works	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Stanley Mount, Gib Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Collingwood Farm	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land to Rear of 245-251 Leyland Lane	The site is not being taken forward as a potential allocation due to constraint issues such as access and flooding, however, this does not preclude the potential for development on this site in the future.
Land West of Wigan Road	Inappropriate development due to location within the Green Belt.
Land off Dorothy Avenue	Currently used as open space with high amenity value. Due to its location in an existing built up area, it is considered that its importance as open space is carried forward in the site allocations document.
12 Cocker Lane	The site is very small and deemed not appropriate to allocate, however this does not preclude some form of development coming forward in the future.
Land at Avant Garden Centre	Inappropriate development due to location within the Green Belt.
Land at 78 Longmeanygate	Inappropriate development due to location within the Green Belt.

Site	Justification
Runshaw College	The site is currently an operational education facility, with a wildlife corridor across the end of the site. It is not considered appropriate to change the use of the site.
Land fronting Heald House Road	Inappropriate development due to location within the Green Belt.
Land Fronting Langdale Road	Currently an Open Space designation with amenity value, considered inappropriate to change its use.
Apsley House Farm	This site is to be safeguarded for development after the plan period. The land is not needed for development as other appropriate equivalent land (an area of Pickering's Farm) is proposed as an allocation.
Hollins Lane, Leyland	The site is within the Green Belt and an inappropriate designation for development.
Land at Mill Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Seven Stars Mill	The size of the site is small and has not been taken forward to be allocated for housing; however, some development of the site may be appropriate in the future.
Kings Court	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Land off Melton Place	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was deemed too small to be allocated through this process.
Iddons Factory, Quin Street	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was deemed too small to be allocated through this process.
Earnshaw Bridge Mill	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Hulmes Mill	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was deemed too small to be allocated through this process. *Site not carried forward/ filtered out, therefore no SA proforma required.
Rear of 132 Chapel Lane	Not the most appropriate site for residential development due to its countryside designation and the importance of open space on the character of the area.
Rear of 28-50 Marsh Lane	This site was filtered out at the issues and options stage as it was under construction and is now built so it is not appropriate to be allocated in the site allocations. * This site is now built so no need for an SA proforma.
Dobsons Farm	Inappropriate development due to location within the Green Belt.
Land off Back Lane	Inappropriate development due to location within the Green Belt. Additionally, the site has agricultural value.
Land off Back Lane/ Rear Aspendale Close	Inappropriate development due to location within the Green Belt.
Marsh Lane, Longton	The site is within the Green Belt and an inappropriate designation for development.
Land off Back Lane/Rear of Arkholme Drive	The site is within the Green Belt and an inappropriate designation for development.
19-21 Chapel Lane, Longton	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was deemed too small to be allocated through this process.
Wateringpool Lane	This site is an important element of the proposed 'Central

Site	Justification
	Park' and act as a natural buffer between two existing urban areas to prevent them merging and offering green space and a quality environment for those in the area.
Land East of Watkin Lane	The site is currently an Open Space designation and a Wildlife Corridor, considered important to remain this use.
Lime Kiln Farm	This site is an important element of the proposed Central Park (Area of Separation) allocation and so should be protected from development to maintain the openness between the built up areas and ensure the protection of the natural assets within the Borough.
85 Todd Lane North	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Land at Watkin Lane	Regeneration scheme in place to enable the site to become a 'country park' type use, inappropriate for other forms of development.
St Catherines Hospice	Currently an Open Space designation and deemed inappropriate to change.
Land off Claytongate Drive (under construction)	As this site has planning permission, is currently under construction and is of a small scale is not appropriate to be allocated within the site allocations document.
Coote Lane/Church Lane/Lodge Lane	This site is to be safeguarded for development after the plan period. The land is not needed for development as other appropriate equivalent land (an area of Pickering's Farm) is proposed as an allocation.
Coote Lane Mill	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Bamfords Mill	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land at Brook Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
North of Goose Green Farm	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land off Smithy Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Lane Ends Farm, Liverpool Road	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Longton Business Park	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land off Wham Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Land off Brownhill Lane	Inappropriate development due to location within the Green Belt.
Land at Orchard Avenue	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Peel View, Drumacre Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Former Rylands Motors	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Lower Valley Lodge, Penwortham	The site is within the Green Belt and an inappropriate designation for development.
Government Offices, Cop Lane	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Cornwood	Currently planning permission on the site and residential completions nearing. *Site is built and therefore no SA

Site	Justification
	required.
Pollard's Farm	Filtered out at the Issues and Options stage.
Hoghton Cottage	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Rear of Halfway House	Filtered out at the Issues and Options stage.
Opposite the Halfway House	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Tickled Trout	This site is not within our Borough.
Samlesbury Mill, Goosefoot Lane	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Roach Bridge Mill	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Lane Ends Farm Site A	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Lane Ends Farm Site B	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Lane Ends Farm Site C	This site was filtered out at the Issues and Options stage as it met the filtering out criteria. This site remains filtered out.
Liverpool Old Road, Walmer Bridge	Filtered out at the Issues and Options stage.
St Leonards Vicarage	The site is protected by a blanket Tree Preservation Order and would not be suitable to develop.
Capitol Centre	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Land South of London Way	Current designation as Open Space and specifically as a Green Wedge deemed appropriate to retain this use.
Mayfield House Haulage Yard	The site is very small and deemed not appropriate to allocate, however this does not preclude some form of development coming forward in the future.
85 Hennel Lane	The site is currently designated as Open Space and a Green Wedge, inappropriate to change the current designation.
Knot Lane/Higher Walton Road	The site is within the Green Belt and an inappropriate designation for development.
Rear of 123 Duddle Lane	Currently designated as Open Space and Green Wedge of amenity value. Not deemed appropriate to re-designate as alternative use due to the value of the site.
Mill Lane	This site is already part of the existing built-up area and it is considered that a potential development on this site may be appropriate in the future; however the site was too small to be allocated through this process.
Land at Church Lane	This site is to be safeguarded for development after the plan period. The land is not needed for development as other appropriate equivalent land (an area of Pickering's Farm) is proposed as an allocation.

## Assessment of Remaining Sites to be taken forward

5.3 All other site options remaining (that had not been filtered out at the initial assessment stage or the Issues and Options stage) have been carried forward into the next stage: Preferred Options consultation stage. All of these remaining sites have been subject to a full sustainability appraisal process and full details of the results and proformas per site can be found within Appendix 5.

5.4 A summary of all the sustainability results per site is available over the page, for ease they have been divided into use type:

- Housing Proposed Allocation
- Employment Proposed Allocation
- Major Development Sites Proposed Allocation
- Transport Proposed Allocation
- Green Infrastructure Proposed Allocation
- Protected Open Land Proposed Allocation
- Safeguarded Proposed Allocations
- Village Development Proposed Allocations

## Preferred proposed housing sites

5.5 The preferred sites proposed for the allocation of housing were appraised using the methodology outlined in an earlier section. Additionally, to ensure compatibility and consistency with the Central Lancashire Core Strategy relevant sections have been outlined in blue boxes per use type.

### What the Core Strategy says:

Policy 1: Locating Growth sets out the locations for growth and investment in the borough. These are:

- South Ribble Urban Area – Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale and Higher Walton
- Key Service Centre – Leyland/ Farington
- Strategic Sites – BAE Systems, Cuerden and Strategic Locations South of Penwortham/ North of Farington
- Limited growth - Longton

Policy 4: Housing Delivery

- Sets out the overall amount of housing to be provided during the plan period, which equates to how much land is needed to be allocated through the Site Allocations document process. For South Ribble, 417 years per annum between 2011 and 2026.

5.6 The table below outlines all of the proposed residential allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed residential allocations	Type of Use	Sustainability Proforma Conclusion
Land off Brindle Road Proposals Map Ref: S	New Residential Allocation	The land is suitable for housing and scores well in the sustainability appraisal. Development on this site does have access to local services and public transport. Site has good access to employment facilities and will help promote sustainable employment and economic growth. The site is now needed to help the borough meet its housing requirements throughout the LDF period. It is therefore considered to be appropriate to propose to allocate the site for residential development, given the nature of the surrounding area.
Land off Browndge Road Proposal Map Ref: T	New Residential Allocation	The site is a brownfield site in the existing built-up area. Development on this site would form an extension to the adjacent, already developed, Baxi site. Site scores well in the sustainability appraisal in relation to access to services and facilities. The site is close to employment opportunities and is deliverable.

<p>Land off Wesley Street Proposal Map Ref: R</p>	<p>New Residential Allocation</p>	<p>This site, which is occupied by a derelict, run down former mill, is appropriate for redevelopment, it is surrounded by residential properties, and it is therefore considered that a residential allocation would be in keeping with the character of the surrounding area. The site is brownfield and within the main urban area.</p> <p>The site scores well on the sustainability appraisal, and has good access to transport links and local services. The site scores well on ecological grounds as there would be no detrimental impact and the site is deliverable.</p>
<p>LCC Offices, Brindle Road Proposal Map Ref: O</p>	<p>New Residential Allocation</p>	<p>The site is located within the existing built-up area of Bamber Bridge, in a mixed-use area and it achieves a good score against strategic planning and sustainability indicators. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area. The site is unlikely to affect biodiversity or local landscape character, has good access to employment opportunities and is deliverable.</p>
<p>Land off Grasmere Avenue, Farington Proposal Map Ref: L</p>	<p>New Residential Allocation</p>	<p>The site is currently vacant and development of this site for housing would improve the amenities for existing residents in the area, which scores well as part of the sustainability appraisal.</p> <p>The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste. The reclamation and re-use of this site is beneficial for the sites sustainability and future possibilities. The site would not have a negative effect on biodiversity or heritage assets.</p>
<p>Land adjacent to Barn Flatt Close Proposal Map Ref:BB</p>	<p>New Residential Allocation</p>	<p>Higher Walton is identified in the Joint Core Strategy as being within the Preston Urban Area. It is therefore a settlement where limited development would be supported.</p> <p>This site is within the settlement boundary and its allocation for residential use will avoid the loss of any Green Belt in this area. It is in close proximity to the village centre and accessibility is good in terms of public transport and local services, which meets sustainability criteria. The site is unlikely to have a negative impact on biodiversity or heritage assets and is deliverable.</p>
<p>Land off Liverpool Road Proposal Map Ref: N</p>	<p>New Residential Allocation</p>	<p>This site is within the settlement boundary and its allocation for residential will avoid the loss of any Green Belt in this area. It is in close proximity to the village centre and accessibility is good in terms of public transport and local services, which meets sustainability criteria.</p>
<p>Fishwick's Depot, Hewitt Street Proposal Map Ref: AA</p>	<p>New Residential Allocation</p>	<p>Fishwick's Depot is a brownfield site, located close to existing services within the Town Centre. The site scores well against strategic planning and sustainability indicators as it is close to local services and facilities. Good access to economic opportunities, no impact of environmental considerations and it is deliverable.</p>
<p>Land between Altcar Lane/Shaw Brook Road Proposal Map Ref: P</p>	<p>New Residential Allocation</p>	<p>Site has always been considered to be suitable for residential development as it forms a natural extension to Leyland. Housing would be appropriate and scores well in the sustainability appraisal as it has good access to facilities and services including healthcare facilities and employment opportunities.</p> <p>As part of any development on this site, an extension to Worden Park is to be delivered, which scores well on the sustainability criteria.</p>



Rear of Dunkirk Mill, Slater Lane Proposal Map Ref: U	New Residential Allocation	The site is a brownfield site and its proposed allocation for housing would enable the redevelopment of a brownfield site. The site achieves a good score against strategic planning and sustainability indicators as it is close to services and facilities, will not have a negative impact on the environment of the area and is deliverable subject to an access road being financed. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area.
South of Bannister Lane/North of Heatherleigh Proposal Map Ref: W	New Residential Allocation	The land is suitable for housing and scores well in the sustainability appraisal. The site has good access to transport modes and recreational facilities as well as close to employment opportunities, is not in a flood zone and is deliverable. It is therefore considered to be appropriate to allocate the site for residential development, especially due to its location on the edge of the urban area.
Land off School Lane, Longton Proposal Map Ref: V	New Residential Allocation	The site achieves a good score against strategic planning and sustainability indicators. Site does score fairly well in relation to access to services, access to employment opportunities and is deliverable. Longton is identified as a Rural Local Service Centre in Policy 1(e) "Locating Growth" in the Central Lancashire Publication Core Strategy, where limited growth and investment will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.
Land at Longton Hall, Chapel Lane Proposal Map Ref: X	New Residential Allocation	The site achieves a good score against strategic planning and sustainability indicators. The site has good access to transport modes and recreational facilities as well as close to employment opportunities, is not in a flood zone and is deliverable. Longton is identified as a Rural Local Service Centre in Policy 1(e) "Locating Growth" in the Central Lancashire Publication Core Strategy, where limited growth and investment will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.
Rear of Chapel Meadow, Longton Proposal Map Ref: Q	New Residential Allocation	The site achieves a fairly good score against strategic planning and sustainability indicators. The site has fairly good access to transport modes and recreational facilities and is not in a flood zone and is deliverable. Longton is identified as a Rural Local Service Centre in Policy 1(e) "Locating Growth" in the Central Lancashire Publication Core Strategy, where limited growth and investment will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.
South of Longton Hall, Chapel Lane Proposal Map Ref: M	New Residential Allocation	The site achieves a good score against strategic planning and sustainability indicators. Site has reasonable access to services, is not in a flood zone and is deliverable subject to a number of constraints. Longton is identified as a Rural Local Service Centre in Policy 1(e) "Locating Growth" in the Central Lancashire Publication Core Strategy, where limited growth and investment will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.
Gas Holders Site Proposal Map Ref: DD	New Residential Allocation	The site is a brownfield site so the redevelopment of this site scores well on the Sustainability Appraisal. Infrastructure will be required to increase the accessibility of the site.

Land off Claytongate Drive. Proposal Map Ref: CC	New Residential Allocation	The site scores well on the sustainability appraisal as it has good access to services, healthcare and employment opportunities. The site would not have adverse effects on biodiversity or heritage and is deliverable. It is in an existing built-up area and is linked to an adjacent site that has planning permission and is under construction for residential use.
Lostock Hall Primary, Avondale Drive Proposal Map Ref: Z	New Residential Allocation	Although site is currently allocated as private or educational open space, the closure of the school has meant that the open space is no longer used. Development on the site should include a large area of open space to compensate for the loss of the school playing fields, however some redevelopment for residential would be appropriate given the location of the site in a built-up area.
Liverpool Road/Jubilee Road Proposal Map Ref: Y	New Residential Allocation	Site is unused and overgrown. It is therefore considered that it is an ideal site for development, with residential the most likely to be constructed, given the surrounding land uses of nearby residential. Site should therefore be changed from a mixed use allocation to a residential allocation to allow development to take place. The site scores fairly well in relation to the sustainability indicators with good access to most services by transport modes, not in a flood zone and it is deliverable.

5.7 The table below assesses all suggested sites that either have a current planning application or planning permission for residential use:

<b>Preferred proposed residential allocations</b>	<b>Type of Use</b>	<b>Sustainability Proforma Conclusion</b>
Hospital Inn Railway Crossing, Brindle Road Proposal Map Ref: I	Residential with Current Application	Site is a current residential allocation in the Local Plan, and has a current planning application. Site scores fairly well in the Sustainability Appraisal, and is well located in terms of employment and transport links and is deliverable.
Coupe Foundry, Kittlingbourne Brow Proposal Map Ref: J	Residential with Current Application	There is a current application minded to approve for the site, for 80 dwellings. It is likely that S106 will be signed in the near future. The site is ideal for redevelopment given the issues of having a foundry use so close to adjacent residential properties. Site scores reasonably well in terms of access to services and some transport modes, is a brownfield site and is deliverable.
Lostock Hall Gasworks Proposal Map Ref: K	Residential with Current Application	<p>This 12 ha site, a former gasworks, is owned by National Grid. It has been cleared of buildings and the on site contamination has been removed or treated. The site is the subject of a current outline planning application for a mixed use scheme to include employment (B1, B8 uses), residential (C3) and local centre uses (A1, A2, A3, A4, A5).</p> <p>Redevelopment of this site would be beneficial and it scores fairly well on the sustainability indicators with good access to services and transport links as well as employment opportunities. The site is deliverable as the hazardous installation is not considered to rule out development at this site.</p>

<p>Vernon Carus and Land, Factory Lane Proposal Map Ref: H</p>	<p>Residential with Current Application</p>	<p>The site achieves a good score against strategic planning and sustainability indicators. It has good access to services, employment opportunities and is deliverable.</p> <p>It is proposed to retain the site's housing allocation as it is well located on the edge of the urban area and its redevelopment would result in significant environmental and visual improvements in the area, the creation of recreational access to the mill reservoir and footpath and cycleway connections to the proposed Central Park.</p>
<p>Former Arla Foods Premises, School Lane Proposal Map Ref: E</p>	<p>Residential with Permission</p>	<p>The site is located in Bamber Bridge, and is now vacant. The site is located within a mixed-use area and it achieves a good score against strategic planning and sustainability indicators. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area. The site has outline planning permission for a residential development on the site. A residential allocation is considered to be most suitable for the site, given the planning permission that is in place.</p>
<p>Former Farington Business Park, Wheelton Lane Proposal Map Ref: B</p>	<p>Residential with Permission</p>	<p>This site, which is allocated in the Local Plan for employment uses, has full planning permission for a residential development on the site. Adjacent sites also have permission for residential, or have a residential development under construction. The site, which is located in an edge of centre location, achieves a good score against strategic planning and sustainability indicators. Given the planning permission that is in place, it is considered that the allocation of this site should be changed to residential.</p>
<p>Land south of Centurion Way Proposal Map Ref: C</p>	<p>Residential with Permission</p>	<p>Site has planning permission for residential development. It is therefore not appropriate to keep the green wedge and open space designation. It is considered that it should be allocated as a housing site with planning permission, or similar designation.</p>
<p>Roadferry Depot, Carr Lane Proposal Map Ref: F</p>	<p>Residential with Permission</p>	<p>The site lies within the existing built-up area, subject to Policies D3 of the South Ribble Local Plan,</p> <p>The site achieves a good score against strategic planning and sustainability indicators. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area. The site has outline planning permission for residential development on the site, meaning a residential allocation is the most suitable for the site, given the likely redevelopment.</p>
<p>Dunkirk Mill, Dunkirk Lane Proposal Map Ref: G</p>	<p>Residential with Permission</p>	<p>The site achieves a good score against strategic planning and sustainability indicators. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area. The site has outline planning permission for 35 dwellings, following the demolition of the existing buildings. Agree that given the surrounding area is characterised by residential development of varying sizes, designs and ages, that a residential designation would be the most appropriate for the site, resulting in the removal of a non-conforming industrial use, especially given the planning permission that exists on the site.</p>

<p>Former Prestolite Premises, Cleveland Road Proposal Map Ref: D</p>	<p>Residential with Permission</p>	<p>The site is within a Main Existing Employment Area on the Proposals Map of the South Ribble Local Plan, and it is subject to Policy EMP3. Planning permission is currently being sought for residential development, with the S106 agreement expected to be signed imminently.</p> <p>The site is located within a mixed-use area of Leyland and it achieves a good score against strategic planning and sustainability indicators. Residential development on this site would significantly improve the environmental quality of the site and the immediate surrounding area.</p>
<p>Group One, off Central Avenue, Buckshaw Village Proposal Map Ref: A</p>	<p>Residential with Permission</p>	<p>Outline planning permission for the comprehensive re-development of the Group One land, at Buckshaw Village, was granted in 2009. Buckshaw Village is identified in Policy 1 of the Publication Core Strategy as a strategic mixed-use site where growth and investment will be concentrated over the next 15 years. The site achieves a fairly good score against strategic planning and sustainability indicators and should be designated for residential, as it has an outstanding planning permission.</p>

## Preferred proposed employment sites

5.8 The preferred sites proposed for the allocation of employment were appraised:

### What the Core Strategy says:

Policy 1: Locating Growth sets out the locations for growth and investment in the borough. These are:

- South Ribble Urban Area – Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale and Higher Walton
- Key Service Centre – Leyland/ Farington
- Strategic Sites – BAE Systems, Cuerden and Strategic Locations South of Penwortham/ North of Farington
- Limited growth - Longton

Policy 9: Economic Growth and Employment

- Sets out an employment land requirement – where sites within South Ribble need to be allocated to meet the target in this policy – 241ha.
- Sets out a hierarchy of development sites including major led sites, regional development areas, sub-regionally significant developments, mixed use developments and details about the Employment Land Review.

Policy 10: Employment Premises and Sites

- Seeks to protect all existing employment premises and sites and sets out criteria to assess whether sites are still needed.

5.9 The table below outlines all of the proposed employment allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed employment allocations	Type of Use	Sustainability Proforma Conclusion
Kellett Lane Proposal Map Ref: c	Allocation of Employment Land	Site would be better used for employment uses, given its proximity to Walton Summit and Sceptre Point employment areas. Site does not score well in the sustainability appraisal in terms of access to services such as healthcare and schools, and as such residential is not considered to be the most appropriate type of development. Employment development is more suitable as it has good access to employment within this area, good transport links and the site is deliverable.
Farington Hall Estate/West of Lancashire Business Park Proposal Map Ref: g	Allocation of Employment Land	<p>The site lies immediately west of the Waste Technology Park on Lancashire Business Park. The site is within the urban area and represents a natural extension to the existing employment uses.</p> <p>This site has been split into two sites to enable separate parts of the site to be allocated for both employment and housing.</p> <p>The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste, and it needs to be remediated and reclaimed before it can be developed for employment use. As the site is brownfield and given its location it is appropriate for development and scores reasonably well on the sustainability indicators.</p>
Land adjacent to Leyland Business Park Proposal Map Ref: f	Allocation of Employment Land	The site, which measures 2.1 hectares, represents an opportunity to extend Leyland Business Park without the need to use up any Green Belt land, which borders the site to the north. It is important to allow existing employment areas opportunities to expand and develop as necessary. Access could easily be gained from the existing employment area, off Centurion Way. The Land is considered suitable for allocation as employment land.
North of Lancashire Business Park Proposal Map Ref: d	Allocation of Employment Land	Given the nature of the surrounding area and its current allocation on the South Ribble Local Plan, an employment allocation would be the most appropriate for the site. The site does not score well against strategic planning and sustainability indicators such as access to services including healthcare and schools which makes it more appropriate as an employment use. The site is deliverable.
Burscough House Farm	Allocation of Employment Land	The site is not located within the Green Belt, but it is adjacent to the Green Belt. The site achieves a fairly good score against strategic planning and sustainability indicators including access to public transport and employment opportunities. It lies adjacent to a larger site highlighted for development and could provide the access point for that site.

<p>Land off Leyland Lane/Emnie Lane Proposal Map Ref: b</p>	<p>Allocation of Employment Land</p>	<p>The site, which is located west of Leyland Lane and adjacent to Leyland Wastewater Treatment Works (WwTW), is allocated as 'Safeguarded Land' on the Proposals Map of the South Ribble Local Plan, and is subject to Policy D8.</p> <p>The site achieves a fairly good score against strategic planning and sustainability indicators including access to services, transport connections, no impact on ecological issues and the site is deliverable. Given the existing designation in the Local Plan, the proximity to Leyland WwTW and the accessibility to the site off the roundabout with Flensburg Way and Leyland Lane, the allocation for employment land is considered to be appropriate.</p>
<p>West Paddock Proposal Map Ref: e</p>	<p>Allocation of Employment Land</p>	<p>The site, which is allocated for business use and open space in the existing South Ribble Local Plan, achieves a good score against strategic planning and sustainability indicators including access to services, transport connections, no impact on ecological issues and the site is deliverable.</p> <p>Given the existing business allocation on the site a continued employment allocation would be the most appropriate for the site.</p>
<p>South Rings Business Park Proposal Map Ref: a</p>	<p>Allocation of Employment Land/Protection of Employment Areas &amp; Sites</p>	<p>The site, which is allocated for employment development in the existing South Ribble Local Plan, achieves a good score against strategic planning and sustainability indicators.</p> <p>The site, which measures 16.2 ha in total, including the undeveloped area which measures 5 ha of land to the south of B&amp;Q, is designated as employment land on the Proposals Map of the South Ribble Local Plan, which is subject to Policy EMP1: Allocation of Employment Land (Site A).</p> <p>Outline planning permission was granted for a mixed use development (Classes A1, A3, B1, B8 and C1) of the whole site in 2000/2001. A Masterplan for the whole of South Rings Business Park was submitted with the outline planning application. The commercial and retail development on the northern part of the site has now been completed.</p> <p>Land immediately south of this development, which is within the South Rings Business Park, is currently undeveloped, and is available within the plan period. This part of the site has the benefit of outline planning permission for office (B1 use) and warehousing and distribution (B2 and B8 uses). The development of this southern part of the site will result in the complete redevelopment of the South Rings Business Park.</p>

5.10 The table below shows all the proposed sites protected as employment areas and sites:

Preferred proposed employment allocations	Type of Use	Sustainability Proforma Conclusion
Club Street	Protection of Employment Areas & Sites	<p>The site achieves a fair score against market attractiveness criteria and adjoins a motorway with good quality local roads. However, the building portfolio is average which affects its business image and could be improved. Occupancy on this site generally appears reasonable, despite local road frontage being poor.</p> <p>The site achieves a good score against sustainability and strategic planning criteria. It is in a sustainable location and is previously developed land. Whilst footpath and cycle links require improvements, public transport access is good with bus stops located in close proximity.</p>
Cuerden Way	Protection of Employment Areas & Sites	<p>Given the nature of the surrounding area, where there are retail, offices and industrial/warehousing uses, a mixed use allocation or an employment allocation would allow flexibility as the most appropriate use for the site. Given the existing development on the site, this allocation will not have any more impact on the wildlife corridor that runs through the site.</p>
Dunbia	Protection of Employment Areas & Sites	<p>The development of commercial / industrial uses on the existing building footprint at Dunbia may be permissible. Existing development and therefore, no further impact could be realised.</p>
Kellett Lane/Seed Lee Farm	Protection of Employment Areas & Sites	<p>Site does not score well in relation to the sustainability appraisal and as such is not a suitable site for residential development as it is not close to services and facilities that residential developments would require nearby such as healthcare, education and shops. However, site could be suitable for employment, as access to services does not have to be as close as for residential. Additionally, the development could contribute towards providing more sustainable transport methods.</p>
North of School Lane (including Whittle Movers)	Protection of Employment Areas & Sites	<p>The site has been identified for protection of employment uses, as is its current allocation, which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole borough through the provision of a wide variety of employment premises in various areas.</p>
Sceptre Way	Protection of Employment Areas & Sites	<p>Site is now completely built and so it is considered most appropriate to allocate as an Existing Employment Area or similar to protect the existing employment uses. Site does not score well in the sustainability appraisal assessment, particularly in relation to access to services, however the employment site predates this process.</p>
South of School Lane (previous A S Orr's Mill)	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. The site has been identified for protection of employment uses in the area which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole Borough through the provision of a wide variety of employment premises in various areas.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>

Walton Summit Employment Area	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. The site has been identified for protection of employment uses in the area which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole Borough through the provision of a wide variety of employment premises in various areas.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>
Carr Lane	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. There are many industrial and business premises within the Borough which are essential to its prosperity. This site is considered to be one of these sites. The ability for existing firms to expand is seen as a main component of job retention and creation. Whilst a high proportion of the existing industrial and employment land is largely developed there may be scope for the expansion of existing uses.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>
Centurion Way Estate	Protection of Employment Areas & Sites	<p>This is an established small scale employment site with potential to enhance environmental quality and its contribution to economic development in the area through infill development.</p> <p>The Council sees no reason to change the existing allocation and it should continue to be classified as an employment site.</p>
Lancashire Business Park	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. The site has been identified for protection of employment uses in the area which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole Borough through the provision of a wide variety of employment premises in various areas.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>
Land adjacent to Lancashire Business Park	Protection of Employment Areas & Sites	<p>The land, adjacent to Lancashire Business Park, is currently identified as a Main Existing Employment Area on the Proposals Map and is subject to Policy EMP3 in the South Ribble Local Plan. The site is currently occupied by the Waste Technology Park.</p> <p>The site achieves a relatively good score against strategic planning and sustainability indicators. The retention of the site for employment uses would significantly improve the environmental quality of the site and the immediate surrounding area.</p>
Leyland Business Park	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. The site has been identified for protection of employment uses in the area which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole Borough through the provision of a wide variety of employment premises in various areas.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>



Aston Moss	Protection of Employment Areas & Sites	<p>This site achieves a good score against market attractiveness and a moderate score against sustainability and strategic planning indicators. It has a high occupancy rate and is accessed via good quality local roads.</p> <p>This site is an existing allocation in the current Local Plan. The Council sees no reason to change the existing allocation and it should continue to be classified as an employment site.</p>
Braconash Road Industrial Estate	Protection of Employment Areas & Sites	<p>This is an established employment site with a high occupancy rate and has good access to motorway, local roads and public transport.</p> <p>The Council sees no reason to change the existing allocation and it should continue to be classified as an employment site.</p>
Heaton Street/Talbot Road Industrial Estate	Protection of Employment Areas & Sites	<p>This is an established employment site with good market attractiveness with a strong likelihood of continuing to be suitable for most employment uses. It achieves a good score against strategic planning and sustainability indicators. Infill or redevelopment on part of the site would significantly improve the immediate environmental quality. Such development would also improve the moderate level of economic activity in the ward.</p>
Matrix Park, Buckshaw Village	Protection of Employment Areas & Sites	<p>Matrix Park achieves a good score against sustainability and strategic planning criteria. It is of a low environmental sensitivity and is served by good quality local footpath and cycle routes. The anticipated Royal Ordnance Railway Station will enhance public transport accessibility, although it is anticipated that there will still be a heavy reliance on cars.</p>
Moss Side Employment Area	Protection of Employment Areas & Sites	<p>The site is a current employment site, as allocated within the Local Plan. The site has been identified for protection of employment uses in the area which will benefit the residents, continue to provide jobs and keep the local economy buoyant, ensuring the sustainability of the whole Borough through the provision of a wide variety of employment premises in various areas.</p> <p>Given the current use of the site, it is therefore considered appropriate to protect the existing employment uses.</p>
Tomlinson Road Industrial Estate	Protection of Employment Areas & Sites	<p>This is an established site predominantly made up of warehouses with good access to motorway, local roads and public transport.</p> <p>The Council sees no reason to change the existing allocation and it should continue to be classified as an employment site.</p>
Sherdley Road Industrial Estate	Protection of Employment Areas & Sites	<p>This is a well established employment site is fully developed and scores well on the sustainability appraisal. However, a large part of the site is under-occupied and would benefit from redevelopment to encourage more intensive use. Renewal of older buildings would enhance the quality of the existing accommodation. Any redevelopment will need to consider the risk of flooding affecting part of the site. The Central Lancashire &amp; Blackpool Outline Water Cycle Study suggests that a site specific Flood Risk Assessment should steer development away from high flood risk areas.</p>
Factory Lane Estate	Protection of Employment Areas & Sites	<p>Whilst site is not considered to be a high quality employment site in terms of accessibility and visibility, it is considered that the site with its smaller employment units meets a specific demand in terms of employment requirements in the borough. The site is well located in terms of the settlement and is in the existing built-up area, providing locally accessible jobs for people in the area.</p>

Land South of Capitol Centre	Protection of Employment Areas & Sites	<p>This site is currently used for retail and leisure purposes and the Council sees no reason to change this. However it is more appropriate for the site to be within the existing built up area which would still permit retail and leisure uses on the site as appropriate.</p> <p>It scores relatively well against the sustainability objectives. It benefits from a frequent bus service, as well as being adjacent to a park and ride facility.</p>
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## Preferred proposed major development sites

5.11 The preferred sites proposed for the allocation of Major developed sites were appraised:

### What the Core Strategy says:

Policy 1: Locating Growth sets out the locations for growth and investment in the borough. These are:

- South Ribble Urban Area – Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale and Higher Walton
- Key Service Centre – Leyland/ Farington
- Strategic Sites – BAE Systems, Cuerden and Strategic Locations South of Penwortham/ North of Farington
- Limited growth - Longton

5.12 The table below outlines all of the proposed major development allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed major developed site allocations	Type of Use	Sustainability Proforma Conclusion
Cuerden Strategic Site Proposal Map Ref:J	Major Site for Development – Employment Led	<p>Cuerden has been prioritised for many years by the relevant authorities as a sustainable and strategically significant site, capable of stimulating economic growth.</p> <p>The site benefits from strong transport links and will be important as a future jobs provider in the borough. The site scores well on the sustainability appraisal indicators.</p>
BAE Systems, Samlesbury Proposal Map Ref: K	Major Site for Development – Employment Led	<p>The site, which comprises the BAE Systems complex at Samlesbury Aerodrome, is a current employment allocation. The site does not score well on the sustainability appraisal indicators due to its location; however it is an existing development based on a former aerodrome that predates this process.</p> <p>It is intended to consult separately on a policy for this site when it has been considered and agreed by Cabinet.</p>

Moss Side Test Track Proposal Map Ref: FF	Major Site for Development – Residential Led	The Moss Side Test Track site, covering an area of 45 ha, lies to the north of the residential area and west of the employment area of Moss Side. The site has the potential to provide a comprehensive development including both residential and employment uses including local services and would make a significant contribution to economic growth in the borough, as well as provide vital jobs and infrastructure which is a positive for the area.
Pickering's Farm – Part of site Proposal Map Ref: EE	Major Site for Development – Residential Led	<p>Pickering's Farm has been split into two sites within this process, this part of the site that is being proposed for residential development due to it being adjacent to the existing urban area and closer to services and facilities.</p> <p>Infrastructure such as a doctor's surgery and open space, as well as the Cross Borough Link Road extension could be delivered through this development.</p> <p>Safeguarding part of the site until after the plan period identifies a significant amount of land that is considered suitable for development after the plan period. In order to ensure that Green Belt boundaries will not need altering at the end of the plan period it is necessary to safeguard land between the urban areas and the Green Belt to meet the borough's longer term development needs.</p>

## Preferred proposed transport sites

5.13 The preferred sites proposed for the allocation of transport sites were appraised.

<p><b>What the Core Strategy says:</b></p> <p>Policy 3: Travel</p> <ul style="list-style-type: none"> <li>• Sets out a sustainable travel hierarchy encouraging walking, cycling and greater use of public transport</li> <li>• Bus rapid transit routes and improvements to the rail network</li> <li>• Car sharing and management use approach</li> <li>• Improvements to the road network</li> </ul>
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5.14 The table below outlines all of the proposed transport allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed transport site allocations	Type of Use	Sustainability Proforma Conclusion
Cuerden Park and Ride	Potential Park and Ride	After discussion with LCC, a decision was made to leave this "broad location" option within the Preferred Options stage. Further review/assessments are needed to evaluate the need and appropriate location for park and rides in South Ribble. If these options were eliminated at this stage, it would be difficult to include a park and ride allocation near adoption stage.

Broad Oak Park and Ride Site 1	Potential Park and Ride	After discussion with LCC, a decision was made to leave this “broad location” option within the Preferred Options stage. Further review/assessments are needed to evaluate the need and appropriate location for park and rides in South Ribble. If these options were eliminated at this stage, it would be difficult to include a park and ride allocation near adoption stage.
Broad Oak Park and Ride Site 2	Potential Park and Ride	After discussion with LCC, a decision was made to leave this “broad location” option within the Preferred Options stage. Further review/assessments are needed to evaluate the need and appropriate location for park and rides in South Ribble. If these options were eliminated at this stage, it would be difficult to include a park and ride allocation near adoption stage.
Leyland Transport Hub	Leyland Transport Hub	A transport hub scores well on the sustainability appraisal indicators through encouraging greater use of public transport and reducing the need to use the car.

## Preferred proposed green infrastructure sites

5.15 The preferred sites proposed for the allocation of green infrastructure were appraised.

<p><b>What the Core Strategy says:</b></p> <p>Policy 18: Green Infrastructure</p> <ul style="list-style-type: none"> <li>• Sets out the broad approach to protecting green infrastructure across Central Lancashire and specifically cites a number of important assets.</li> <li>• Supports the continued protection of Green Wedges</li> <li>• Recognises the need for compensatory measures to mitigate against the unavoidable loss of any green infrastructure.</li> </ul> <p>Policy 19: Areas of Separation and Major Open Space</p> <ul style="list-style-type: none"> <li>• Sets out a principle to protect areas between settlements as open spaces to prevent the merging of settlements where there is no Green Belt and to provide appropriate recreational opportunities in the urban areas.</li> </ul>
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5.16 The table below outlines all of the suggested green infrastructure allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed green infrastructure site allocations	Type of Use	Sustainability Proforma Conclusion
Allotments, Penwortham	Green Infrastructure/Leisure	<p>The site is located in the Green Belt, is a Wildlife Corridor and it is allocated for Parks and other Public Open Spaces on the Proposals Map of the South Ribble Local Plan, and it is subject to Policy OSR4. The site scores well against strategic planning and sustainability indicators.</p> <p>Given the nature of the surrounding area, and the existing designation in the Local Plan that an open space / leisure allocation would be the most appropriate for the site.</p>

Penwortham Holme Allotments	Green Infrastructure/Leisure	<p>The site is located in the Green Belt, is a Wildlife Corridor and it is allocated for Parks and other Public Open Spaces on the Proposals Map of the South Ribble Local Plan, and it is subject to Policy OSR4. The site scores well against strategic planning and sustainability indicators.</p> <p>Given the nature of the surrounding area, and the existing designation in the Local Plan that an open space / leisure allocation would be the most appropriate for the site.</p>
Penwortham/WLD Green Belt and floodplain	Green Infrastructure/Leisure	<p>The site is located in the Green Belt and is allocated for Parks and other Public Open Spaces and Private, Educational &amp; Institutional Recreational Open Spaces on the Proposals Map of the South Ribble Local Plan, and is subject to Policies OSR4 and OSR6. The site scores well against strategic planning and sustainability indicators.</p> <p>Given the nature of the surrounding area, and the existing designation in the Local Plan that an open space / leisure allocation (i.e. Area of Separation) would be the most appropriate for the site.</p>
Site B, Penwortham Holme Allotments	Green Infrastructure/Leisure	<p>The site is located in the Green Belt and is allocated for Parks and other Public Open Spaces and Private, Educational &amp; Institutional Recreational Open Spaces on the Proposals Map of the South Ribble Local Plan, and is subject to Policies OSR4 and OSR6. The site scores well against strategic planning and sustainability indicators.</p> <p>Given the nature of the surrounding area, and the existing designation in the Local Plan that an open space / leisure allocation would be the most appropriate for the site.</p>

## Preferred proposed protected open land sites

5.17 The preferred sites proposed for the allocation of protected open land were appraised.

### What the Core Strategy says:

#### Policy 18: Green Infrastructure

- Sets out the broad approach to protecting green infrastructure across Central Lancashire and specifically cites a number of important assets.
- Supports the continued protection of Green Wedges
- Recognises the need for compensatory measures to mitigate against the unavoidable loss of any green infrastructure.

#### Policy 19: Areas of Separation and Major Open Space

- Sets out a principle to protect areas between settlements as open spaces to prevent the merging of settlements where there is no Green Belt and to provide appropriate recreational opportunities in the urban areas.

5.18 The table below outlines all of the suggested protected open land allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

Preferred proposed protected open land site allocations	Type of Use	Sustainability Proforma Conclusion
Land at Daub Hall Lane	Protected Open Land	<p>The site is situated on the edge of the settlement of Gregson Lane, and is not well located in terms of access to local services. It does not score particularly well in the sustainability appraisal.</p> <p>Due to its location and accessibility, it is considered that the site should be protected from development.</p> <p>The Council is committed to protecting open spaces and areas in the Borough to ensure natural breaks in the built-up areas and settlements. The Protected Open Land policy is to retain the openness and natural character of local areas and to protect the land from development. Allocation of this site for development would result in further encroachment of development into open land.</p>
Schoolhouse Farm, Liverpool Road	Protected Open Land	<p>The land is currently allocated for Countryside in the Local Plan.</p> <p>Given the adjacent proposed residential allocation, which offers sufficient housing opportunity in the area, it is not considered appropriate to allocate the site for development, due to its peripheral location.</p> <p>The Council is committed to protecting open spaces and areas in the Borough to ensure natural breaks in the built-up areas and settlements. The Protected Open Land policy is to retain the openness and natural character of local areas and to protect the land from development. Allocation of this site for development would result in further encroachment of development into open land.</p>
South of Chapel Lane	Protected Open Land	<p>The site, south of Chapel Lane, in Longton is designated on the Proposals Map of the South Ribble Local Plan as "Countryside".</p> <p>Longton is identified as a Rural Local Service Centre in Policy 1(e) "Locating Growth" in the Central Lancashire Publication Core Strategy, where limited growth and investment will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area. However, in order to maintain the character of the area, not every site that was suggested for development is required.</p> <p>The Council is committed to protecting open spaces and areas in the Borough to ensure natural breaks in the built-up areas and settlements. The Protected Open Land policy is to retain the openness and natural character of local areas and to protect the land from development. Allocation of this site for development would result in further encroachment of development into open land. The Council is keen to maintain a break in development along the rear of properties on Chapel Lane. This site should therefore be allocated as Protected Open Land.</p>

Land adjacent to The Fields	Protected Open Land	<p>The site is situated on the edge of the settlement of New Longton, and is not well located in terms of access to local services. It does not score particularly well in the sustainability appraisal.</p> <p>Due to its location and accessibility, it is considered that the site should be protected from development.</p> <p>In light of the changes to this site, and the other site currently allocated in New Longton under Policy D9 of the Local Plan, an alternative, better located site has been identified within the settlement for village development needs.</p> <p>The Council is committed to protecting open spaces and areas in the Borough to ensure natural breaks in the built-up areas and settlements. The Protected Open Land policy is to retain the openness and natural character of local areas and to protect the land from development. Allocation of this site for development would result in further encroachment of development into open land.</p>
Land off Long Moss Lane	Protected Open Land	<p>The site has an area of 4.4 ha and runs in a westerly direction from the head of Grasmere Avenue. It forms vacant land that is now overgrown in appearance, formerly being part of the Leyland DAF complex in Farington.</p> <p>The site was allocated for housing in the South Ribble Local Plan under Policy HP1 Site c. Farington Hall Wood is to the south-western boundary with residential properties beyond. Employment land allocated under Policy EMP1 is located to the north and the provision of an area of public open space to the southern part of the site is envisaged. The residential development would be expected to act as an enabling development to assist the delivery of the adjoining employment allocation. The development of this site for housing would improve the amenities for existing residents in the area.</p> <p>The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste, and it needs to be remediated and reclaimed before it can be developed for employment use. As the site is Brownfield and given its location it is appropriate for development.</p>

## Preferred proposed safeguarded sites

5.19 The preferred sites proposed for the allocation of safeguarded land were appraised.

### What the Core Strategy says:

**No comments related to Safeguarded Land.**

5.20 The table below outlines all of the proposed safeguarded allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

<b>Preferred proposed employment allocations</b>	<b>Type of Use</b>	<b>Sustainability Proforma Conclusion</b>
Land off Church Lane/Rear of Croston Road	Safeguarded	Safeguarding land for future use is a sustainable approach to meet the needs of future communities.
South of Moss Lane	Safeguarded	Safeguarding land for future use is a sustainable approach to meet the needs of future communities.
Land off Leyland Lane/The Cawsey/Land South of Factory Lane	Safeguarded	Safeguarding land for future use is a sustainable approach to meet the needs of future communities.
Chainhouse Lane/Church Lane/Coote Lane/Lodge Lane/Apsley House	Safeguarded	Safeguarding land for future use is a sustainable approach to meet the needs of future communities.
Pickering's Farm - Part of site	Safeguarded	Safeguarding land for future use is a sustainable approach to meet the needs of future communities.

## Preferred proposed village development sites

5.21 The preferred sites proposed for the allocation of village development were appraised.

<p><b>What the Core Strategy says:</b></p> <p><b>No comments related to Village Development.</b></p>
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5.22 The table below outlines all of the proposed village development allocations taken forward within the Site Allocations document and comments in relation to the sustainability appraisal.

<b>Preferred proposed employment allocations</b>	<b>Type of Use</b>	<b>Sustainability Proforma Conclusion</b>
Olive Farm	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>



Land at Branch Road	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>
Land at end of Northern Avenue	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>
Land off Marlfield	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>
Land off Orchard Gardens	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>

Land West of Liverpool Old Road	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>
Land off Spinney Close	Village Development	<p>The Village Development is extremely important, as it allows for essential development that is needed in the village to take place, without the need to use Greenbelt. This land is necessary as Green Belt boundaries are drawn very tightly around the village boundaries.</p> <p>Such land is available for a range of uses. Whilst it does not score particularly well in the sustainability appraisal, the result would be the same for alternative sites just outside the settlement boundaries. Keeping this allocation would mean the Green Belt is protected.</p>

5.23 There were two sites that were put forward by the council that had not been suggested at the Issues and Options stage. These two sites have been safeguarded for new schools from the South Ribble Local Plan, one at Holland House and one at Walton Park. Both of the school sites score well on the SA scoring as they are close to residential areas where the population catchment is, will not have an adverse ecological effect and are deliverable for when the need materialises throughout the plan period. For full details of the SA proforma for the two sites put forward by the council, see Appendix 6.

## ASSESSMENT OF PREFERRED POLICIES

6.1 This section sets out how the preferred development management policies were chosen and predicts and evaluates the likely effects of the preferred policies, considers ways of mitigating any adverse effects that the policies may have and proposes measures to monitor the significant effects of implementing the policies.

6.2 The Site Allocations document contains a suite of development management policies covering a range of issues including site specific, development led, environmental, health facilities etc. The saved South Ribble Local Plan policies formed the starting point for these policies. Some of the Local Plan policies are still effective in their principle and have been carried forward into the Site Allocations document, albeit some wording has been modified and updated. Some policies have expired as they are no longer appropriate and other policies have been replaced by the Central Lancashire Core Strategy or other national guidance.

6.3 Each saved Local Plan policy was assessed to determine which of the following options was most appropriate:

- Continue with existing Local Plan policy
- Carry forward existing Local Plan policy with amendments
- Delete policy (no longer required or is now covered by national guidance, Core Strategy policy or a proposed SPD)

6.4 The table below sets out what has happened to each of the Local Plan policies:

**Table 5: Evolution of Local Plan policies**

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
C1 – Community Facilities	Covered by Policy H1 & Core Strategy Policy 25	Policy H1 – Protection of Health, Education and Other Community Services and Facilities  Core Strategy Policy 25 – Community Facilities
C2 – Existing Community Services	Covered by Policy H1 & Core Strategy Policy 25	Policy H1 – Protection of Health, Education and Other Community Services and Facilities  Core Strategy Policy 25 – Community Facilities
C3 – School Sites	Covered by Policy H1	Policy H1 – Protection of Health, Education and Other Community Services and Facilities

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
C4 – Community Centres	Covered by Policy H1	Policy H1 – Protection of Health, Education and Other Community Services and Facilities
C5 – Public Utilities	Covered by Core Strategy Policy 2 & Infrastructure Delivery Schedule	Core Strategy Policy 2 - Infrastructure Infrastructure Delivery Schedule
D1 – New Development	Covered by Core Strategy Policy 1	Core Strategy Policy 1 – Locating Growth
D2 – Royal Ordnance urban Village	Expired	Expired
D3 – Existing Built-up Areas	D3 amended and taken forward	Policy B1 – Existing Built-Up Areas
D4 – Green Belt	Combined D4 and D5	Policy G1 – Green Belts
D5 – Development in the Green Belt	Combined D4 and D5	Policy G1 – Green Belts  Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt
D6 – Major Developed Site – Myerscough College	Expired	Expired
D7 – Major Developed Site – Whitbread Brewery	Covered by Policy G1	Policy G1 – Green Belts
D8 – Safeguarded Land	D8 amended and taken forward	Policy G3 – Safeguarded Land
D9 – Local Needs in Villages	D9 amended and taken forward	Policy B2 – Village Development
D10 – Green Wedges	Amended and taken forward and covered by Core Strategy Policies 18 & 19	Policy G11 – Green Corridors  Core Strategy Policy 18 – Green Infrastructure  Core Strategy Policy 19 – Areas of Separation and Major Open Space
D11 – Best & Most Versatile Agricultural Land	Covered by Core Strategy Policy 31	Core Strategy Policy 31 – Agricultural Land
D12 – The Re-use & Adaptation of Rural Buildings	D12 amended and taken forward	Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt
EMP1 – Allocation of Employment Land	EMP1 amended and taken forward	Policy E1 – Allocation of Employment Land
EMP2 – Major Inward Investment Site	EMP2 amended and taken forward	Policy C3 – Cuerden Strategic Site
EMP3 – Main Existing Employment Areas	EMP3 amended and taken forward	Policy E2 – Protection of Employment Areas and Sites
EMP4 – Other Existing Sites	EMP4 amended and taken forward	Policy E2 – Protection of Employment Areas and Sites
EMP5 – Business Use	Covered by Core Strategy Policy 10 of the Core Strategy & PPS4	Core Strategy Policy 10 – Employment Premises and Sites  PPS4

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
EMP6 – Mixed Use Schemes	EMP6 amended into 4 policies.	Policy C1 – Pickering’s Farm, Penwortham  Policy C2 – Moss Side Test Track, Leyland  Policy C3 – Cuerden Strategic Site  Policy C4 – BAE Systems, Samlesbury
EMP7 – Land at West Paddock, Leyland	Now included in Site Allocations Policy E1	Policy E1 – Allocation of Employment Land
EMP8 – Land at Samlesbury Aerodrome	EMP8 amended and taken forward	Policy C4 – BAE Systems, Samlesbury
EMP9 – Strategic Landscaped Areas in Employment Areas	Covered by Policy G8	Policy G8 – Green Infrastructure – Future Provision
ENV1 – Landscape Protection & Enhancement	Covered by Policy G8 & Core Strategy Policy 21	Policy G8 – Green Infrastructure – Future Provision  Core Strategy Policy 21 – Landscape Character Areas
ENV2 – Sites of Special Scientific Interest	Covered by Core Strategy Policy 22	Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV3 – Protecting Other Sites & Features of Nature Conservation Interest	Covered by Core Strategy Policy 22	Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV4 – Protection of the Habitats of Wildlife	Covered by Core Strategy Policy 22	Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV5 – Habitat Creation	Covered by Core Strategy Policy 22	Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV6 – Wildlife Corridors	Covered by Core Strategy Policies 18, 19 & 22	Core Strategy Policy 18 – Green Infrastructure  Core Strategy Policy 19 – Areas of Separation and Major Open Space  Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV7 – Protection of Trees & Woodlands	ENV7 and ENV8 combined and taken forward	Policy G12 – Trees, Woodlands and Developments
ENV8 – Trees and Development	ENV7 and ENV8 combined and taken forward	Policy G12 – Trees, Woodlands and Developments
ENV9 – Unstable or Contaminated Land	ENV9 and ENV10 combined and taken forward	Policy G13 – Unstable or Contaminated Land
ENV10 – Derelict Land Reclamation	Combined ENV9, ENV10 & ENV11	Policy G14 – Derelict Land Reclamation
ENV11 – Environmental Improvement	Combined ENV9, ENV10 & ENV11	Policy G14 – Derelict Land Reclamation

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
ENV12 – Listed Buildings	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV13 – Alterations & Additions to Listed Buildings	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV14 – Setting of a Listed Building	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV15 – Development in Conservation Areas	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV16 – Article 4 Directions	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV17 – Development & Archaeological Sites	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV18 – Development & Historic Parks & Gardens	Covered by Core Strategy Policy 16 & PPS5	Core Strategy Policy 16 – Heritage Assets PPS5
ENV19 – Coastal Zone	Covered by Core Strategy Policies 20 & 29, and PPS25	Core Strategy Policy 20 – Countryside Management and Access  Core Strategy Policy 29 – Water Management  PPS25
ENV20 – Flood Risk	Covered by Core Strategy Policy 29 & PPS25	Core Strategy Policy 29 – Water Management  PPS25
ENV21 – Groundwater Resources	Covered by Core Strategy Policy 29	Core Strategy Policy 29 – Water Management
ENV22 – Pollution	Covered by Core Strategy Policy 29 & PPS23	Core Strategy Policy 29 – Water Management  PPS23
ENV23 – Water Resources & Development	Covered by Core Strategy Policy 29	Core Strategy Policy 29 – Water Management

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
ENV24 – External Lighting & Development	Covered by Core Strategy Policy 17 & Design SPD	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design SPD
ENV25 – Hazardous Substances & Installations	Policy not taken forward	Covered by PPS23 and Pollution Control Regulations
ENV26 – Development of Renewable Energy Schemes	Covered by Core Strategy Policy 27 – Sustainable Resources and New Developments  Core Strategy Policy 28 – Renewable and Low Carbon Energy Schemes and PPS22	Core Strategy Policy 27 – Sustainable Resources and New Developments  Core Strategy Policy 28 – Renewable and Low Carbon Energy Schemes  PPS22
FR1 – Definition of District Centres	FR1 amended and taken forward and additional local centres policy added.	Policy E4 – District Centres  Policy E5 – Local Centres
FR2 – Capitol Centre, Walton-le-Dale	Policy not taken forward	Policy not taken forward
FR3 – Development Elsewhere in the Urban Area	Covered by Core Strategy Policy 11 & PPS4	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism  PPS4
FR4 – Other Retail & Commercial Development within the Existing Built-Up Area	Covered by Core Strategy Policy 11 & PPS4	Policy B1 – Existing Built-up Areas  Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism  PPS4
FR5 – Loss of Local Shops	Policy not taken forward	Covered in Policy E3 – Leyland Town Centre Policy E4 – District Centres  Policy E5 – Local Centres
H1 R – Housing (Interim Planning Policy)	Covered by Core Strategy Policy 4	Core Strategy Policy 4 – Housing Delivery
H2 R – Housing (Interim Planning Policy)	Covered by Core Strategy Policies 4 & 17, & Design Guide SPD	Core Strategy Policy 4 – Housing Delivery  Core Strategy Policy 17 – Design of New Buildings  Central Lancashire Design Guide SPD

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
H3 R – Housing (Interim Planning Policy)	Covered by Core Strategy Policy 10	Core Strategy Policy 10 – Employment Premises and Sites
H4 R – Housing (Interim Planning Policy)	Covered by PPS3	PPS3
H5 R – Housing (Interim Planning Policy)	Covered by Core Strategy Policies 17 & 27	Core Strategy Policy 17 – Design of New Buildings  Core Strategy Policy 27 – Sustainable Resources and New Developments
HP1 – Housing (Interim Planning Policy)	HP1 amended and taken forward	Policy D1 – Allocation of Housing Sites
HP2 – Affordable Housing Overall Provision	Expired	Expired
HP2 R – Affordable Housing (Interim Planning Policy)	Covered by Core Strategy Policy 7	Core Strategy Policy 7 – Affordable Housing
HP3 – Affordable Housing – Site Specific Targets	Covered by Core Strategy Policy 7	Core Strategy Policy 7 – Affordable Housing
HP4 – Requirement for Affordable Housing on Other Sites	Expired	Expired
HP4 R – Affordable Housing (Interim Planning Policy)	Covered by Core Strategy Policy 7	Core Strategy Policy 7 – Affordable Housing
HP5 – Rural Areas Exception Policy	Covered by Core Strategy Policy 7	Core Strategy Policy 7 – Affordable Housing
HP6 – Mechanisms to Ensure Affordability	Expired	Expired
HP6 R – Affordable Housing (Interim Planning Policy)	Covered by Core Strategy Policy 7 & Affordable Housing SPD	Core Strategy Policy 7 – Affordable Housing  Central Lancashire Affordable Housing SPD
HP7 – Agricultural Workers’ Dwellings	Covered by Policy D3 & PPS7 (Annex A)	Policy D3 – Agricultural Workers’ Dwellings in the Countryside
HP8 – Removal of Agricultural Occupancy Conditions	Covered by Policy D3 & PPS7 (Annex A)	Policy D3 – Agricultural Workers’ Dwellings in the Countryside
HP9 – Caravan Sites for Gypsies	Covered by Core Strategy Policy 8	Core Strategy Policy 8 – Gypsy and Traveller and Travelling Show People Accommodation
IMP1 – Community Benefit	Covered by Core Strategy Policy 2	Core Strategy Policy 2 – Infrastructure
IPP – Retail (Interim Planning Policy)	Covered by Site Allocation retail boundary maps	Policy E4 – District Centres  Policy E5 – Local Centres
LTC1 Land at Southern Towngate	LTC1 merged with LTC4 / 5 so now 1 policy	Policy E3 – Leyland Town Centre
LTC2 – Allocation of Development Sites for Town Centre Uses	Expired	Expired



Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
LTC3 – Other Development within the Town Centre	Covered by Core Strategy Policy 11	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism
LTC4 Criteria for Determining Applications	LTC 1 merged with LTC4 / 5 so 1 policy	Policy E3 – Leyland Town Centre
LTC5 – Hough Lane and Chapel Brow Improvements	LTC 1 merged with LTC4 / 5 so 1 policy	Policy E3 – Leyland Town Centre
LTC6 – Linking of Chapel Brow & Hough Lane	Covered by Core Strategy Policy 11	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism
LTC7 – Car Parking in Leyland Town Centre	Covered by Core Strategy Policy 3	Policy E3 – Leyland Town Centre  Policy F1 – Parking Standards  Core Strategy Policy 3 – Travel
OSR1 – New Development Standards	Expired	Expired
OSR1 – New Development Standards - interim policy	Interim Planning Policy added to Site Allocations document at present, awaiting new standards.	Policy G10 – Green Infrastructure Provision in Residential Developments  Central Lancashire Open Space and Recreation SPD
OSR2 – Provision of Open Space in Association with New Housing Developments	Expired	Expired
OSR3 – New Sites	Amended	Policy G8 – Green Infrastructure – Future Provision  Policy G10 – Green Infrastructure Provision in Residential Developments  Central Lancashire Open Space and Recreation SPD
OSR4 – Parks & Other Public Open Spaces	Amended	Policy G7 – Green Infrastructure – Existing Provision  Policy G9 – Worden Park  Central Lancashire Open Space and Recreation SPD

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
OSR5 – Amenity Open Spaces	Amended	Policy G7 – Green Infrastructure – Existing Provision  Policy G8 – Green Infrastructure – Future Provision  Central Lancashire Open Space and Recreation SPD
OSR6 – Private, Educational & Institutional Recreational Open Spaces	Amended	Policy G7 – Green Infrastructure – Existing Provision  Policy G8 – Green Infrastructure – Future Provision  Central Lancashire Open Space and Recreation SPD
OSR7 – Allotments	Amended	Policy G7 – Green Infrastructure – Existing Provision  Policy G8 – Green Infrastructure – Future Provision  Policy G10 – Green Infrastructure Provision in Residential Developments  Central Lancashire Open Space and Recreation SPD
OSR8 – New Facilities	Covered by New Facilities/Services Policy	Policy G8 – Green Infrastructure – Future Provision  Policy H1 – Protection of Health, Education and Other Community Services and Facilities
OSR9 – Golf Courses	Covered by Core Strategy Policies 13 & 24	Core Strategy Policy 13 – Rural Economy  Core Strategy Policy 24 – Sport and Recreation
OSR10 – Commercial Stables	Covered by Core Strategy Policy 13	Core Strategy Policy 13 – Rural Economy
OSR11 – Priority Areas	Covered by Core Strategy Policies 18, 20 & 22	Core Strategy Policy 18 – Green Infrastructure  Core Strategy Policy 20 – Countryside Management and Access  Core Strategy Policy 22 – Biodiversity and Geodiversity
OSR12 – Recreational Routes	Covered by Core Strategy Policies 18 & 19	Core Strategy Policy 18 – Green Infrastructure  Core Strategy Policy 19 – Areas of Separation and Major Open Space

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
OSR13 – Disused Transport Routes	Covered by Core Strategy Policies 18 & 19	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space
OSR14 – Footpath Network	Covered by Core Strategy Policies 18, 19 & 20	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space Core Strategy Policy 20 – Countryside Management and Access
OSR15 – Tourism Development	Covered by Core Strategy Policies 11, 12 & 13	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism Core Strategy Policy 12 – Culture and Entertainment Facilities Core Strategy Policy 13 – Rural Economy
OSR16 – Small Scale Tourism	Covered by Core Strategy Policy 13	Core Strategy Policy 13 – Rural Economy
OSR17 – Holiday Caravans	No longer needed	Removed
QD1 – Design Criteria for New Development	Covered by Core Strategy Policy 17 & Design Guide SPD	Policy B3 – Design Criteria for New Development Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD2 – Design of Residential Extensions & Free Standing Structures	Covered by Core Strategy Policy 17 & Design Guide SPD	Policy B3 – Design Criteria for New Development Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD South Ribble Residential Design SPD.
QD3 – Design of New Shopfronts	Covered by Core Strategy Policy 17 & Design Guide SPD	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
QD4 – Crime Prevention	Covered by Core Strategy Policies 17 & 26, & Design Guide SPD	Core Strategy Policy 17 – Design of New Buildings Core Strategy Policy 26 – Crime and Community Safety Central Lancashire Design Guide SPD
QD5 – Security Shutters	Covered by Core Strategy Policy 17 & Design Guide SPD	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD6 – Noise Sensitive Developments	Covered by Core Strategy Policy	Core Strategy Policy 17 – Design of New Buildings
QD7 – Landscaping in New Developments	Covered by Core Strategy Policy 17 & Design Guide SPD	Policy G8 – Green Infrastructure - Future Provision Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD8 – Landscaping along Major Highway Routes	Covered by Core Strategy Policy 17 & Design Guide SPD	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD9 – Advertisements	Covered by PPG19	PPG19
QD10 – Personal Mobility	Covered by Core Strategy Policy 17 & Design Guide SPD	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD11 – New Agricultural Buildings	Covered by Core Strategy Policies 13 & 17, & Design Guide SPD	Core Strategy Policies 13 – Rural Economy Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD12 – Telecommunications	Covered by PPG8	PPG8
T1 – Protection of New Highway Routes & Schemes	Covered by Core Strategy Policy 3	Policy A2 – The Completion of the Penwortham Bypass Core Strategy Policy 3 – Travel
T2 – Reservation of Land for Highways	Expired	Expired
T3 – Link Road	Policy A1 – Cross Borough Link Road	Policy A1 – Cross Borough Link Road
T4 – Park & Ride	Covered by Core Strategy Policy 3	Covered by Core Strategy Policy 3
T5 – Road Hierarchy	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T6 – Control of Development Affecting Trunk Roads	Policy not taken forward	No policy

Local Plan Policy	Changes	Site Allocations New Policy (And Other Relevant / Future Policies and Documents)
T7 – Implications of Development for Non Trunk Roads	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T8 – Traffic Management	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T9 – Traffic Calming	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T10 – Parking Standards	T10 amended and taken forward	Policy F1 – Parking Standards
T11 – Cycling	Included in Policy G8 Green Infrastructure – Future Provision and Covered by Core Strategy Policy 3	Policy G8 – Green Infrastructure – Future Provision Core Strategy Policy 3 – Travel
T12 – Footpaths & Bridleways	Covered by Core Strategy Policy 3	Policy G8 – Green Infrastructure – Future Provision Core Strategy Policy 3 – Travel
T13 – Pedestrian Movement	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T14 – Facilities in Highway Schemes	Covered by Core Strategy Policy 3	Core Strategy Policy 3 – Travel
T15 – Pedestrianisation	Removed	Removed
New Policy	New Policy	Policy D2 – Phasing, Delivery and Monitoring
New Policy	New Policy	Policy G5 – Areas of Separation
New Policy	New Policy	Policy G6 – Central Park
New Policy	New Policy	Policy G9 – Worden Park
New Policy	New Policy	Policy C1 – Pickering’s Farm, Penwortham
New Policy	New Policy	Policy C2 – Moss Side Test Track, Leyland
New Policy	New Policy	Policy H1 - Protection of Health, Education and Other Community Services and Facilities
New Policy	New Policy	Policy G4 – Protected Open Land

6.5 Once a full assessment had taken place of the relevance of all Local Plan policies and all the options displayed, a number of policies were carried forward with minor amendments and a number of new policies were created due to new policy situations arising and to combat some sustainability issues such as the need for protected open land, new healthcare facilities and schools, areas of separation to prevent urban sprawl where Green Belt did not exist and a phasing policy to limit the amount of development at any one time to assist with issues identified within the HRA as well as to release appropriate land as and when it was needed to meet the requirements of South Ribble. For a full SA of the preferred development management policies see Table 6 and to see what changed as a result of this SA see Table 7. The SA has been an iterative process throughout the preparation of the preferred development management policies and sustainability issues have been integral in identifying specific wording and the need for new policies to mitigate against any potential issues that other policies or the preferred sites could potentially cause.

6.6 The following policies are the preferred development management policies for the South Ribble Site Allocations document. There are 32 preferred development management policies, all of which have been subject to a full sustainability appraisal through this process.

## **Brief description of all the Preferred Development Management Policies**

### **Policy A1 Cross Borough Link Road**

6.7 This policy aims to protect the land needed for the delivery of the Cross Borough Link Road and manage its delivery during the plan period.

### **Policy A2 The Completion of the Penwortham Bypass**

6.8 The policy aims to set the criteria to deliver the Penwortham Bypass through developer contributions throughout the plan period.

### **Policy B1 Existing Built-Up Areas**

6.9 The policy is designed to set out criteria for acceptable development within existing built-up areas looking at issues such as access, parking, character of the area and amenity of neighbouring residents.

### **Policy B2 Village Development**

6.10 The policy safeguards land on the periphery of some villages for village development of a sustainable nature, including for affordable housing and community needs.

### **Policy B3 Design Criteria for New Development**

6.11 The policy is designed to set out criteria to enhance design within new development, such as development not resulting in adverse noise, odours, not have a detrimental impact on the landscape etc.

### **Policy C1 Pickering's Farm, Penwortham**

6.12 The policy sets out specific criteria if development is to be acceptable on this site. Including specific provision for open space and infrastructure to be delivered as part of the scheme.

### **Policy C2 Moss Side Test Track, Leyland**

6.13 The policy sets out specific criteria if development is to be acceptable on this site. Including specific provision for open space and infrastructure to be delivered as part of the scheme.

### **Policy C3 Cuerden**

6.14 This policy sets out criteria for the redevelopment of the Cuerden site and what type of development and protection will be appropriate and infrastructure measures.

### **Policy C4 BAE Systems, Samlesbury**

6.15 This policy will be produced and consulted on at a separate time.

### **Policy D1 Allocation of Housing Sites**

6.16 The policy identifies preferred sites suitable for the provision of new residential development throughout the plan period.

### **Policy D2 Phasing, Delivery and Monitoring**

6.17 The policy sets out an approach to the phasing of development throughout the plan period and a managed delivery approach with annual monitoring to update the phasing of sites as required.

### **Policy D3 Agricultural Workers' Dwellings in the Countryside**

6.18 The policy sets out criteria to consider agricultural workers' dwellings and where they may be appropriately located within the countryside, if a need arises.

### **Policy E1 Allocation of Employment Land**

6.19 The policy identifies sites for the provision of employment land during the plan period.

### **Policy E2 Protection of Employment Areas and Sites**

6.20 The policy identifies existing employment areas and the type of development acceptable within these sites.

### **Policy E3 Leyland Town Centre**

6.21 The policy sets out criteria to steer the appropriate development and enhancement of Leyland Town Centre and what would not be acceptable in planning terms.

### **Policy E4 District Centres**

6.22 The policy identifies the District Centres within the borough and outlines the primary and secondary retail frontages and steers acceptable development within the centre.

### **Policy E5 Local Centres**

6.23 The policy seeks to designate the Local Centres within the borough and highlights the retail boundaries within the appendices. The policy will steer appropriate development within the centres.

### **Policy F1 Parking Standards**

6.24 The policy sets out parking standards for a variety of development across the borough.

### **Policy G1 Green Belts**

6.25 The policy sets out the council's position on Green Belt land and what type of development would be appropriate on Green Belt land. No changes to the Green Belt boundary are proposed within the plan period.

### **Policy G2 The Re-Use and Adaptation of Buildings in the Green Belt**

6.26 The policy sets out the parameters for re-use and redevelopment of existing buildings within the Green Belt and applies a set of criteria to ascertain what would be acceptable.



### **Policy G3 Safeguarded Land**

6.27 The policy identifies sites as Safeguarded Land and an approach for its safeguarding throughout the plan period, for potential development in the future.

### **Policy G4 Protected Open Land Policy**

6.28 The policy sets out a protection to open land not covered by Green Belt policy but applying the same or similar criteria.

### **Policy G5 Areas of Separation**

6.29 This policy seeks to set out the three Areas of Separation, as shown on the Proposals Map, alongside an approach to protect these sites from inappropriate development.

### **Policy G6 Central Park**

6.30 The policy seeks to create a new central park for South Ribble residents, as well as enhance and protect existing green infrastructure around the site. The policy also sets out what development might be appropriate within the boundary of the park.

### **Policy G7 Green Infrastructure – Existing Provision**

6.31 The policy identifies the existing green infrastructure provision across the borough and a series of criteria to protect, manage and enhance green infrastructure throughout the plan period.

### **Policy G8 Green Infrastructure – Future Provision**

6.32 The policy identifies new green infrastructure to be designated and provided throughout the plan period and sets out what is expected.

### **Policy G9 Worden Park**

6.33 The policy seeks to safeguard Worden Park and allow for an extension to the park, through contributions from associated housing development.

## **Policy G10 Green Infrastructure Provision in Residential Developments**

6.34 The policy sets out green infrastructure standards to be provided alongside housing development. Future standards will replace the ones outlined, once research from the Open Space Study has been completed.

## **Policy G11 Green Corridors**

6.35 The policy seeks to safeguard green corridors and prevent any inappropriate development.

## **Policy G12 Trees, Woodlands and Development**

6.36 The policy sets out criteria to protect the character of trees within the borough and where development will or will not be acceptable in relation to trees, woodlands and hedgerows. The policy also seeks to apply a replacement tree clause and strives for trees of semi-maturity, appropriate type, to replace trees where there is an unavoidable loss.

## **Policy G13 Unstable or Contaminated Land**

6.37 The policy sets out a presumption in favour of the redevelopment of Brownfield land, whereby instability and contamination alone can not be reasons for Brownfield land not to be redeveloped. The policy sets out criteria to encourage the redevelopment of Brownfield land in the first instance.

## **Policy G14 Derelict Land Reclamation**

6.38 The policy sets out criteria to support the redevelopment of derelict land where appropriate.

## **Policy H1 Health and Wellbeing**

6.39 The policy safeguards appropriate provision of health and community facilities within new development and sets out sites for the safeguarding for particular health infrastructure needs.

6.40 Table 6 provides a comprehensive assessment of all of the preferred development management policies and their relationship with the sustainability objectives identified within the sustainability framework. Each policy has been tested against the objectives and all objectives have been satisfactorily met by the preferred development management policies.

6.41 To assess the effects, in relation to the baseline for South Ribble '+' = a positive effect, '+/-' = a mixed effect and '-' = a negative effect.

**Table 6: Appraisal of preferred development management policies and the Sustainability Appraisal Objectives**

Preferred Development Management Policies	Link to SA Objective	SA Objective	Positive or negative effect	Outcome
Policy A1 Cross Borough Link Road	<p>This policy contributes to SA objective S1. by improving accessibility across the borough and to services such as hospitals and retail. It will increase public transport opportunities across the borough. Improved accessibility to this area of South Ribble will improve economic growth and access to jobs, in line with SA objective EC1.</p> <p>The location of the Cross Borough Link Road, in relative proximity to residential properties and proposed residential allocations. The road will allow greater accessibility to new residential sites and for those new residents to have greater accessibility to nearby services and jobs etc.</p>	S1. EC1. S4.	<p>+ social effect due to increasing accessibility which is an issue in the baseline, especially across the borough + economic effect due to opening up opportunities to employment in South Ribble and greater access to the job market in Preston</p> <p>- potentially negative effect due to loss of greenspace and the predominance of car use</p>	Overall social and economic considerations outweigh the potential negative environmental effect. Also, the policies will be used holistically together and other environmental policies shown later will mitigate against this effect
Policy A2 The Completion of the Penwortham Bypass	<p>This policy contributes to SA objective S1. by improving accessibility across the Borough and to services such as hospitals and retail. It will increase public transport opportunities across the Borough. Improved accessibility to this area of South Ribble will improve economic growth and access to jobs, in line with SA objective EC1.</p> <p>The location of the Cross Borough Link Road, in relative proximity to residential properties and proposed residential allocations. The road will allow greater accessibility to new residential sites and for those new residents to have greater accessibility to nearby services and jobs etc.</p>	S1. EC1. S4.	<p>+ social effect due to increasing accessibility which is an issue in the baseline, especially across the borough + economic effect due to opening up opportunities to employment in South Ribble and greater access to the job market in Preston</p> <p>- potentially negative effect due to loss of greenspace and the predominance of car use</p>	Overall social and economic considerations outweigh the potential negative environmental effect. Also, the policies will be used holistically together and other environmental policies shown later will mitigate against this effect
Policy B1 Existing Built-Up Areas	The premise of the policy is to concentrate some new development within existing built-up areas to reduce the need to travel as new housing and services will be located close together. This will also enable better access to walking, cycling and public transport as there are more services within urban areas.	S1. S2. S4. EN1. EC1.	+ social effect as this policy supports development within the existing built-up area close to services and facilities, reducing the need for the car and improving access to public	Overall positive effect

	<p>The policy could also improve access to housing within existing built-up areas as it is one of the appropriate uses, as is new employment, community facilities and green infrastructure. The policy could also protect and promote access to open space and biodiversity through allowing provision for this type of use within the urban area.</p>		<p>transport</p> <p>+ economic effect as development within the existing built-up area promotes vitality and viability within the urban areas and provides employment opportunities close to public transport and residential properties</p> <p>+ environmental effect by keeping development within the existing built-up area and away from biological heritage sites and wildlife corridors etc. Reducing the need to travel will also have a beneficial environmental effect in terms of climate change and reducing air pollution</p>	
Policy B2 Village Development	<p>This policy aims to allow for some development within villages, where there are very closely constrained Green Belt boundaries. The policy is intended to safeguard the vitality and viability of the villages by allowing appropriate uses such as community facilities, affordable housing etc. This will allow greater access to services, jobs and housing and reduce the need to travel as there will be more opportunities for existing or new residents within the village. However, the development will only be small scale so as not to prejudice the character of the existing village.</p>	<p>S1. S2. S4. EN1. EC1. EC3.</p>	<p>+ social effect as this policy supports development on the edge or within existing village settlements, close to existing services</p> <p>+ economic effect as the policy aims to enhance the future opportunities of villages and increase their vitality and viability</p> <p>+ environmental effect as the policy supports development on the edge of/ or within existing settlements rather than within the Green Belt. Supporting development close to existing services</p>	Overall positive effect

			also have a + effect on climate change and air pollution by reducing the need to travel	
Policy B3 Design Criteria for New Development	<p>The policy aims to support good design in new development to safeguard existing communities and development by looking at issues such as siting, layout, overlooking etc.</p> <p>Additionally, the aim is to promote development that would not prejudice the existing highways or that could adversely affect listed buildings or conservation areas.</p> <p>The policy also seeks to safeguard trees, woodlands, hedgerows and promote landscaping, where appropriate.</p>	S3. EN2. EN3.	<p>+ social effect by promoting good design enables positive aesthetics and creates more attractive places for people to live. Can also have a positive effect on reducing crime through design layout and creates pride of place</p> <p>N/A economic effects</p> <p>+ environmental effect as the policy supports good design in terms of protecting the environment, layout, green infrastructure as well as building materials, mitigating climate change, energy use minimisation etc.</p>	Overall positive effect
Policy C1 Pickering's Farm, Penwortham	<p>This policy sets out specific criteria for what types of development would be appropriate on the partial area of the site that has been proposed for development during the plan period. The policy seeks a comprehensive Masterplan to safeguard the holistic development of the site to make sure the most appropriate development occurs.</p> <p>The policy also ensures that a phasing approach is undertaken so that any negative effects through construction are minimised and that infrastructure can be developed alongside new development. An infrastructure delivery schedule will accompany any development including such facilities as new health facilities, open space, bus routes and enhancements to a retail centre. This will have the benefit of</p>	S1. S2. S4. EN1. EN3. EC1. EC4.	<p>+ social effect through the infrastructure that will be provided by the development on site including new health facilities, access to new open space, contribution to the Penwortham Bypass, retail improvements to Tardy Gate.</p> <p>+ economic effect through bringing employment opportunities through its construction and use, access to new housing within the area and contributions to</p>	Overall a mixed effect. However, as a result of latter environmental policies that will mitigate against the potential negative environmental effects this policy can be seen to meet the SA objectives and have a positive effect

	<p>reducing the need to travel by providing facilities on or near to the site, improving access to health care facilities, encouraging greater public transport use, supporting recreation on open space for people and catering for biodiversity on and off site and mitigating the impacts of climate change that could be produced through construction of new development.</p>		<p>new roads which will open up this side of the borough and create better access for greater employment, residential and recreational opportunities</p> <p>+/- mixed environmental effects. – effect through the development of the site which is currently Greenfield, however + effect through the landscaping potential, enhancement to biodiversity and trees and woodlands on site and improving accessibility</p>	
<p>Policy C2 Moss Side Test Track, Leyland</p>	<p>This policy sets out specific criteria for what types of development would be appropriate on this mixed use site. The policy seeks a comprehensive Masterplan to safeguard the holistic development of the site to make sure the most appropriate development occurs.</p> <p>The policy also ensures that a phasing approach is undertaken so that any negative effects through construction are minimised and that infrastructure can be developed alongside new development. An infrastructure delivery schedule will accompany any development including such facilities as new health facilities, open space, bus routes and enhancements to a retail centre. This will have the benefit of reducing the need to travel by providing facilities on or near to the site, encouraging greater public transport use through improvements to Leyland Railway Station and supporting the opening of Midge Hall Station, supporting recreation on open space for people and catering for biodiversity</p>	<p>S1. S4. EN1. EN3. EC1. EC4.</p>	<p>+ social effect through the infrastructure that will be provided by the development on site including new health facilities, access to new open space, contributions to railway station improvements and retail centres locally</p> <p>+ economic effect through bringing employment opportunities through its construction and use, access to new housing within the area, supporting midge hall station re-opening</p> <p>+/- mixed environmental effects. – effect through the development of the</p>	<p>Overall a mixed effect. However, as a result of latter environmental policies that will mitigate against the potential negative environmental effects this policy can be seen to meet the SA objectives and have a positive effect</p>

	<p>on and off site and mitigating the impacts of climate change that could be produced through construction of new development.</p>		<p>site which is currently vacant and used for wildlife in its brownfield form, however + effect through the landscaping potential, enhancement to biodiversity and trees and woodlands on site and improving accessibility that can be brought forward by sensitive redevelopment of the site</p>	
<p>Policy C3 Cuerden</p>	<p>This policy sets out specific criteria for what types of development would be appropriate on this mixed use site. The policy seeks a comprehensive Masterplan to safeguard the holistic development of the site to make sure the most appropriate development occurs.</p> <p>This site is specifically for new employment opportunities, in an accessible part of the borough, close to existing transport connections. The policy will provide greater access to jobs for local people, reduce the need to travel by providing opportunities close to residential areas, encourage public transport by improving accessibility and also providing green infrastructure opportunities to buffer the site from existing communities.</p>	<p>S1. EN1. EC1.</p>	<p>+ social effect through the infrastructure that will be provided by the development on site, opening up of the site in a key position with good access to motorways and Preston City Centre</p> <p>+ economic effect through bringing employment opportunities through its construction and use as a key employment site for South Ribble and with good access to motorways, Preston City Centre and Leyland Town Centre and residential areas</p> <p>+/- mixed environmental effects. – effect through the development of the site which is agricultural land, however + effect through the landscaping potential, enhancement to biodiversity and</p>	<p>Overall a mixed effect. However, as a result of latter environmental policies that will mitigate against the potential negative environmental effects this policy can be seen to meet the SA objectives and have a positive effect</p>

			trees and woodlands on site and improving accessibility that can be brought forward by sensitive development of the site	
Policy C4 BAE Systems, Samesbury	This policy will be subject to consultation at a later date.	N/A	N/A	N/A
Policy D1 Allocation of Housing Sites	<p>This policy proposes sites for new residential development.</p> <p>The policy aims to provide a wider range of housing for people, including affordable housing, close to existing services and linking in greater infrastructure such as new roads, bus routes and railway station improvements that will be delivered as a result of new housing.</p>	S1. S4. EC1.	<p>Nb. Each of the sites have been appraised individually.</p> <p>+ social effects through providing much needed housing within the borough, including affordable housing which is an issue. Also, through the infrastructure that can be provided as a result of new development</p> <p>+ economic effect through the construction of new housing and the new population that will spend in the borough</p> <p>+/- mixed environmental effects as development can create pollution, pressures on recreational areas and threaten biodiversity, however the sites will all need to mitigate against any environmental effects they could cause and will also have to provide green infrastructure which will safeguard recreational areas and protect biodiversity.</p>	Overall mixed effects



<p>Policy D2 Phasing, Delivery and Monitoring</p>	<p>This policy aims to manage the release of land for new development by setting in place a procedure for its release. Land will be anticipated for release in five year cycles with certain developments anticipated to come forward throughout the plan period, rather than all at the same time. This will have the benefit of allowing infrastructure to be provided alongside development as well as minimising the adverse impacts of developments such as air pollution.</p> <p>The policy will safeguard an appropriate level of development as matches the need in the borough so it will ensure appropriate access to housing and jobs, at appropriate times.</p>	<p>S4. EN3. EC1.</p>	<p>+ social effect through providing an infrastructure schedule of what is needed in the borough and how it can be delivered</p> <p>+/- mixed economic effect as the policy allows phasing of development which will mean spreading out economic benefits over the plan period</p> <p>+ limited environmental effect, however the phasing of the development does help reduce pollution, pressure on services, mitigates against climate change</p>	<p>Overall mixed effect</p>
<p>Policy D3 Agricultural Workers' Dwellings</p>	<p>This policy seeks to provide accommodation for agricultural workers where there is a vital need. It will have the benefit of reducing the need for agricultural workers to travel by allowing their accommodation to be on site. It will also provide an appropriate mix of housing and access to jobs in a rural economy.</p>	<p>S1. S4. EC1. EC3.</p>	<p>+ limited social effect as this is only small scale development but will allow access to housing for agricultural workers' where there is an identified need</p> <p>+ limited economic effect as this is relating only to small scale development but does support the rural economy</p> <p>- limited environmental effect as the development is small scale but will mean the loss of some agricultural land</p>	<p>Overall mixed effect. Very small scale development and therefore effects are likely to be minimal</p>
<p>Policy E1 Allocation of Employment Land</p>	<p>This policy proposes sites for new employment development.</p> <p>The policy aims to provide a wider range of jobs for people, including</p>	<p>S1. EC1. EC2. EC3.</p>	<p>Nb. Each of the sites have been appraised individually.</p>	<p>Overall mixed effects</p>

	<p>rural and urban, close to existing services and linking in greater infrastructure such as new roads, bus routes and railway station improvements that could be delivered as a result of new development.</p> <p>Access to new jobs across the borough will also reduce unemployment within the borough and help to reduce deprivation in areas where currently there is lower economic opportunities.</p>		<p>+ social effects through providing much needed employment opportunities within the borough, which is an issue. Also, through the infrastructure that can be provided as a result of new development</p> <p>+ economic effect through the construction of new employment developments and providing job opportunities within the borough</p> <p>+/- mixed environmental effects as development can create pollution, pressures on recreational areas and threaten biodiversity, however the sites will all need to mitigate against any environmental effects they could cause and will also have to provide green infrastructure which will safeguard recreational areas and protect biodiversity.</p>	
<p>Policy E2 Protection of Employment Areas and Sites</p>	<p>The aim of this policy is to protect existing employment sites and areas that already offer jobs and employment to local residents and those outside of the borough. By protecting these sites from being lost to alternative uses it should prevent the need for the loss of additional land for employment uses which would otherwise need to be allocated. The employment sites and areas already offer access to employment in accessible areas closer to residential areas and often have</p>	<p>EC1. EC2. EC3.</p>	<p>+ social effects through protecting access to services, facilities and employment opportunities within the borough</p> <p>+ economic effect through safeguarding employment sites and jobs</p> <p>N/A environmental</p>	<p>Overall positive effect</p>

	<p>good links to public transport.</p> <p>Whilst older premises are not always suitable for modern business they are often appropriate as starter units due to lower rents and also can require a range of skills that local people may have.</p>		<p>effect as the policy seeks to protect existing employment areas</p>	
<p>Policy E3 Leyland Town Centre</p>	<p>The policy seeks to protect Leyland Town Centre by encouraging traditional retail uses within the centre boundary, i.e. A1 use and also by promoting the evening economy through A3 use, cafes and restaurants. This will diversify the centre making it an attractive place in the day and evening and could help to combat against crime within the evening if it is more widely used. The policy will also aim to increase the potential for vacant units and prevent wider retail uses outside of centre boundaries. The policy will also help to promote access to jobs and wider regeneration initiatives will promote greater accessibility to public transport and through links to Worden Park, greater accessibility to green infrastructure within the urban environment.</p>	<p>S1. S3. EC1. EC2. EC4.</p>	<p>+ social effect through safeguarding and enhancing the Town Centre</p> <p>+ economic effect through safeguarding jobs and concentrating new retail development in the retail core</p> <p>N/A environmental effect</p>	<p>Overall positive effect</p>
<p>Policy E4 District Centres</p>	<p>The policy seeks to protect District Centres by encouraging traditional retail uses within the centre boundary, i.e. A1 use and also by promoting the evening economy through A3 use, cafes and restaurants. This will diversify the centre making it an attractive place in the day and evening and could help to combat against crime within the evening if it is more widely used. The policy will also aim to increase the potential for vacant units and prevent wider retail uses outside of centre boundaries. The policy will also help to promote access to jobs and wider regeneration initiatives will promote greater accessibility to public transport.</p>	<p>S1. S3. EC1. EC2. EC4.</p>	<p>+ social effect through safeguarding and enhancing the District Centres</p> <p>+ economic effect through safeguarding jobs and concentrating new retail development in the retail core</p> <p>N/A environmental effect</p>	<p>Overall positive effect</p>
<p>Policy E5 Local Centres</p>	<p>The policy seeks to protect Local Centres by encouraging traditional retail uses within the centre boundary, i.e. A1 use and also by promoting the evening economy through A3 use, cafes and restaurants. This will diversify the centre making it an attractive place</p>	<p>S1. S3. EC1. EC2. EC4.</p>	<p>+ social effect through safeguarding and enhancing the Local Centres</p> <p>+ economic effect through</p>	<p>Overall positive effect</p>

	<p>in the day and evening and could help to combat against crime within the evening if it is more widely used. The policy will also aim to increase the potential for vacant units and prevent wider retail uses outside of centre boundaries. The policy will also help to promote access to jobs and wider regeneration initiatives will promote greater accessibility to public transport.</p>		<p>safeguarding jobs and concentrating new retail development in the retail core</p> <p>N/A environmental effect</p>	
Policy F1 Parking Standards	<p>The policy aims to allow an appropriate level of car parking per different type of development by setting specific standards, rather than allowing unrestricted car parking across the borough. Whilst the council is committed to reducing the need to travel and reducing car use more generally there are situations where car use is the only or the most appropriate mode of transport. This balanced approach should restrict car use where it is not necessary but also provide for those situations where the car is the only appropriate mode.</p> <p>Appropriate car parking close to services such as hospitals, schools, and doctor's surgeries can help to reduce inaccessibility for people who cannot walk or cycle or use public transport.</p> <p>Appropriate car parking within retail centres can also help promote retail centres rather than lose shoppers to out of centre retail areas where car parking is traditionally in large supply and free.</p>	S2. S4. EC4.	<p>+/- limited social effect as the policy supports additional car parking which can make access to facilities easier</p> <p>+/- limited economic effect as the policy supports additional car parking which could make access to employment opportunities easier</p> <p>+/- limited environmental effect. The policy does support car use, however limited effect as car parking is already allowed with development and the policy seeks to make sure no additional car parking is allowed than is required</p>	Overall mixed effect
Policy G1 Green Belts	<p>The aim of this policy is to protect the existing Green Belt, to prevent urban sprawl, safeguard green spaces and prevent inappropriate development. There have been no alterations to Green Belt boundaries which will allow continued green spaces around urban areas, contributing to mitigating climate change and safeguarding biodiversity.</p>	S2. EN1. EN3. EN4. EN5.	<p>+ limited social effect however access to open space between urban areas remains</p> <p>N/A economic effect</p> <p>+ positive environmental effect through protecting open space and</p>	Overall positive effect

			preventing urban sprawl between settlements	
Policy G2 The Re-Use and Adaptation of Buildings in the Green Belt	Re-using and adapting existing buildings in the Green Belt, for Green Belt compliant uses offers the opportunity to make use of vacant and/ or derelict buildings and reducing the need for new development. There are some types of uses that are appropriate in the Green Belt, such as agriculture and forestry and this offers an opportunity for those buildings to become viable for appropriate uses and increase landscape aesthetic.	EN1. EC3.	+ limited social effect however access to open space between urban areas remains through protecting the Green Belt  + economic effect as this allows the reuse of buildings that are vacant or under used and supports the rural economy  + positive environmental effect through protecting open space and preventing urban sprawl between settlements and limited development will not have a negative effect on the integrity of the Green Belt	Overall positive effect
Policy G3 Safeguarded Land	The aim of this policy is to safeguard land for development for future need outside of the plan period. In the meantime the land will contribute to the borough's green infrastructure and no development that would prejudice the future development of the site would be acceptable.  This policy helps to make sure that there is enough land to help meet future needs in a sustainable manner by not allowing significant development to occur now with no thought to future consequences and need.	EN1. EN3. EN4. EN5.	+ limited social effect through safeguarding land for future needs  N/A economic effect  + positive environmental effect through protecting open space safeguarding land for future needs	Overall positive effect
Policy G4 Protected Open Land	This policy has been specifically created within the plan to offer protection to open spaces, between urban areas where Green Belt does not exist. The aim is to protect open land to help alleviate issues with flooding, create areas of green infrastructure for	EN1. EN2. EN3. EN4. EN5.	+ limited social effect however access to open spaces near to urban areas for recreation  N/A economic	Overall positive effect

	<p>recreation and to support healthy lifestyles and for biodiversity. Additionally, the protection of open space offers the opportunity to mitigate climate change and enable the future use of the land in an appropriate manner.</p> <p>The Protected Open Land will also contribute to maintaining the soil quality and the water cycle by providing appropriate permeable surfaces for surface run off and ground water. Air quality will also be improved by protecting land within urban areas from development.</p>		<p>effect</p> <p>+ positive environmental effect through protecting open space</p>	
Policy G5 Areas of Separation	<p>This policy has been specifically created within the plan to offer protection to open spaces, between urban areas where Green Belt does not exist. The aim is to protect open land to help alleviate issues with flooding, create areas of green infrastructure for recreation and to support healthy lifestyles and for biodiversity. Additionally, the protection of open space offers the opportunity to mitigate climate change and enable the future use of the land in an appropriate manner.</p> <p>The Areas of Separation will also contribute to maintaining the soil quality and the water cycle by providing appropriate permeable surfaces for surface run off and ground water. Air quality will also be improved by protecting land within urban areas from development.</p>	<p>EN1. EN2. EN3. EN4. EN5.</p>	<p>+ limited social effect however access to open spaces near to urban areas for recreation</p> <p>N/A economic effect</p> <p>+ positive environmental effect through protecting open space</p>	Overall positive effect
Policy G6 Central Park	<p>One of the Areas of Separation, between Lostock Hall and Bamber Bridge has been safeguarded for a new central park for residents of South Ribble. The park will encourage healthy lifestyles by providing recreational areas close to existing residential areas, reducing the need for people in this area to travel to parks and green spaces. The safeguarding of land from development will also offer the opportunity to mitigate the impacts of development across the borough and by reducing the impact of climate change.</p>	<p>EN1. EN2. EN3. EN4. EN5.</p>	<p>+ social effect through the creation of a new park and greater recreational access for residents within the urban core of the borough</p> <p>N/A economic effect</p> <p>+ positive environmental effect through protecting open space and</p>	Overall positive effect

	<p>The park will also contribute to maintaining the soil quality and the water cycle by providing appropriate permeable surfaces for surface run off and ground water. Air quality will also be improved by protecting land within urban areas from development.</p>		<p>encouraging walking and recreation</p>	
<p>Policy G7 Green Infrastructure – Existing Provision</p>	<p>There is a wide network of existing green infrastructure within South Ribble creating significant opportunities to promote healthy lifestyles, provide recreation and leisure opportunities, mitigate climate change, respond to flooding and hydrological issues and air quality and create safe and vibrant areas for habitats and species. The decision was taken to protect the existing green infrastructure for these reasons and continue to support and enhance it, in line with policies G8 and G10.</p>	<p>EN1. EN2. EN3. EN4. EN5.</p>	<p>+ social effect through the protection of existing green infrastructure which has a positive effect on health and wellbeing and leisure and recreational opportunities</p> <p>N/A economic effect</p> <p>+ positive environmental effect through protecting open space and encouraging walking and recreation. Also + for biodiversity to enable ecological networks throughout the urban core and beyond and safeguarding existing areas that are important for biodiversity. + to help combat climate change</p>	<p>Overall positive effect</p>
<p>Policy G8 Green Infrastructure – Future Provision</p>	<p>There is a need for future green infrastructure within South Ribble to create further significant opportunities to promote healthy lifestyles, provide recreation and leisure opportunities, mitigate climate change, respond to flooding and hydrological issues and air quality and create safe and vibrant areas for habitats and species. The decision was taken to protect the existing green infrastructure for these reasons and continue to support and enhance it, in line with policies G7 and G10.</p>	<p>EN1. EN2. EN3. EN4. EN5.</p>	<p>+ social effect through the creation of green infrastructure which has a positive effect on health and wellbeing and leisure and recreational opportunities</p> <p>N/A economic effect</p> <p>+ positive environmental</p>	<p>Overall positive effect</p>

	All new developments will be required to contribute to new green infrastructure provision to create better ecological frameworks, access to new green infrastructure closer to residential areas and employment areas and mitigate against the impacts of development.		effect through the creation of open spaces and encouraging walking and recreation. Also + for biodiversity to enable ecological networks throughout the urban core and beyond and safeguarding existing areas that are important for biodiversity. + to help combat climate change	
Policy G9 Worden Park	Worden Park is an existing park within South Ribble, within the urban area of Leyland and offers existing access to recreation for people within South Ribble. There are plans for a future expansion of Worden Park, to be funded through new residential development within the vicinity. This will allow more people access to the park and mitigate against the impacts of new residential development within the locality. The safeguarding of the existing park and the extension will have a positive effect for people's lifestyles, health and also for habitats and species within this area of the borough.	EN1. EN2. EN3. EN4. EN5.	+ social effect through the enhancement of Worden Park and greater recreational access for residents within the urban core of the borough  N/A economic effect  + positive environmental effect through protecting open space and encouraging walking and recreation	Overall positive effect
Policy G10 Green Infrastructure Provision in Residential Developments	There is a need for future green infrastructure within South Ribble to create further significant opportunities to promote healthy lifestyles, provide recreation and leisure opportunities, mitigate climate change, respond to flooding and hydrological issues and air quality and create safe and vibrant areas for habitats and species. The decision was taken to protect the existing green infrastructure for these reasons and continue to support and enhance it, in line with policies G7 and G8.  All new residential developments will be required to contribute to new green infrastructure provision	EN1. EN2. EN3. EN4. EN5.	+ social effect through the creation of green infrastructure which has a positive effect on health and wellbeing and leisure and recreational opportunities  N/A economic effect  + positive environmental effect through the creation of open spaces and encouraging	Overall positive effect



	to create better ecological frameworks, access to new green infrastructure closer to residential areas and employment areas and mitigate against the impacts of development.		walking and recreation. Also + for biodiversity to enable ecological networks throughout the urban core and beyond and safeguarding existing areas that are important for biodiversity. + to help combat climate change	
Policy G11 Green Corridors	Green corridors have been safeguarded throughout the borough, within the urban areas to offer small pockets of green space for a variety of reasons. To enhance the visual appearance and openness of the borough, provide recreational opportunities throughout the borough; provide permeable surfaces to alleviate flood risk and allow for surface run off and to provide interlinked pockets of open space for biodiversity.	EN1. EN2. EN3. EN4. EN5.	+ social effect through the protection of green corridors which has a positive effect on health and wellbeing and leisure and recreational opportunities  N/A economic effect  + positive environmental effect through the protection of green corridors encouraging walking and recreation. Also + for biodiversity to enable ecological networks throughout the urban core and beyond and safeguarding existing areas that are important for biodiversity. + to help combat climate change	Overall positive effect
Policy G12 Trees, Woodlands and Developments	Trees, woodlands and hedgerows are an important feature of our landscape for their visual appearance, their contribution to alleviate flooding, improving soil and air quality and for their biodiversity benefits. Trees will be safeguarded where they have special protection and at all times where their loss is avoidable. Where the loss of trees is	EN1. EN2. EN3. EN4. EN5.	+ social effect for contribution to health and wellbeing  N/A economic effect  + environmental effect through mitigating against	Overall positive effect

	unavoidable then it will be a requirement for new trees to be planted on or off site of a suitable type, size and number to be decided with the council.		the effects of climate change and helping to minimise effects of new development on the climate	
Policy G13 Unstable or Contaminated Land	The council is committed to the re-use of previously developed land and this policy stipulates that previous contamination is not a reason for sites to not come forward for development. The aim is to prevent the loss of Greenfield sites just because previously developed land needs some remediation or reclamation before works can continue. This is a sustainable approach as it seeks to re-use land that is appropriate rather than essentially 'waste it'. The council recognises that this land may take longer to come forward, another reason for Policy D2.	EN1. EN5.	N/A social effect  N/A economic effect  + environmental effect through bringing back into use contaminated land and reducing the need to release additional Greenfield sites or the Green Belt	Overall positive effect
Policy G14 Derelict Land Reclamation	The council is committed to the re-use of previously developed land and this policy stipulates that previous contamination is not a reason for sites to not come forward for development. The aim is to prevent the loss of Greenfield sites just because previously developed land needs some remediation or reclamation before works can continue. This is a sustainable approach as it seeks to re-use land that is appropriate rather than essentially 'waste it'. The council recognises that this land may take longer to come forward, another reason for Policy D2.	EN1. EN5.	N/A social effect  N/A economic effect  + environmental effect through bringing back into use derelict land and reducing the need to release additional Greenfield sites or the Green Belt	Overall positive effect
Policy H1 Protection of Health, Education and Other Community Services and Facilities	The policy safeguards land for two new schools that will be needed throughout the plan period to cater for new pupils. Access to education is important to enable future people to have the right skills to access the job market.  The policy also safeguards existing health and community facilities being lost to other uses where there is a continued need for them. This safeguards the social requirements of existing and new communities. By protecting existing facilities and providing new facilities close to existing built-up	S1. S2. EC2.	+ social effect as this policy supports the use and protection of health, education and community facilities as well as providing sites for two new schools  + limited economic effect as any development is very small scale, however does support the need to skill the workforce	Overall positive effect

	areas this will reduce the need to travel by car and also promote greater opportunities for walking and cycling.		through the protection of educational facilities  - limited environmental effect as very small scale development	
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6.42 The assessment above outlines the social, economic and environmental effects of the policies in line with the SA objectives and baseline identified within Appendix 2. Whilst some negative effects were identified above, Table 7 seeks to expand on how these issues have been mitigated with specific wording and where new policies have been introduced that mitigate against some of the effects of development.

## WHAT HAS CHANGED AS A RESULT OF THIS SA?

7.1 The following table illustrates how the SA objectives and the need to balance environmental, economic and social concerns throughout the Site Allocations document have been taken into account. The following policies were altered or created as a direct result of assessing the earlier editions of these policies against the SA objectives to ensure that all aspects were covered and the document – both the sites proposed and the preferred development management policies are as sustainable as possible, in line with other planning considerations.

**Table 7: What has changed as a result of the SA of the preferred Development Management Policies?**

Preferred Development Management Policies	Changes as a result of a full SA
Policy A1 Cross Borough Link Road	To ensure protection of natural assets and green infrastructure, the decision was taken to include a policy on the provision of future green infrastructure provision alongside all new developments, to combat any negative environmental impacts.
Policy A2 The Completion of the Penwortham Bypass	To ensure protection of natural assets and green infrastructure, the decision was taken to include a policy on the provision of future green infrastructure provision alongside all new developments, to combat any negative environmental impacts.
Policy B1 Existing Built-Up Areas	Wording was included within Policy B1 'the development will be in keeping with the character and appearance of the area' to respect the local distinctiveness of the area and to prevent any adverse effects for green and open spaces.
Policy B2 Village Development	Wording was included about the type of uses that would be appropriate in these village areas, to cater for the specific needs of the communities such as affordable housing and community facilities. Not all uses would be appropriate as the reason for allowing some development was to enable the future economic, social and environmental sustainability of these villages. Specific wording added 'uses including local affordable housing, health care, community facilities or employment'. There was an emphasis on new uses being accommodated within the 'built-up' areas of the existing villages.
Policy B3 Design Criteria for New Development	Specific wording was included within this policy to ensure that the character of areas and in particular historic assets was protected and where unavoidable, mitigation measures would be put in place, 'in some circumstances some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site'.
Policy C1 Pickering's Farm, Penwortham	A decision was made to only allocate part of the site for development within the plan period to lesser the environmental impacts of developing the site. The section that has been proposed for allocation is subject to the preferred development management policy which has specifically included the need for a Masterplan to be submitted on application for a holistic and comprehensive approach to the sustainable development of the site. Additionally, the policy wording has included the 'phasing and infrastructure delivery schedule' which recognises the need to phase the development throughout the plan period to mitigate any negative impacts as well as provide a full range of infrastructure to complement the area and to increase accessibility to future residents and for existing communities. Such types of infrastructure may include: a health centre, nursery and primary education provision and priority bus routes that will be supported and

	improvement to Tardy Gate District Centre and importantly a strong green infrastructure emphasis. This green infrastructure provision, including bridleways, cycleways and footpaths will be a useful recreation asset for future residents, ensure the successful retention of habitats and species on site and importantly act as a buffer between this new development and existing communities.
Policy C2 Moss Side Test Track, Leyland	The site that has been proposed for allocation is subject to the preferred development management policy which has specifically included the need for a Masterplan to be submitted on application for a holistic and comprehensive approach to the sustainable development of the site. Additionally, the policy wording has included the 'phasing and infrastructure delivery schedule' which recognises the need to phase the development throughout the plan period to mitigate any negative impacts as well as provide a full range of infrastructure to complement the area and to increase accessibility to future residents and for existing communities. Such types of infrastructure may include: a small retail centre, support for regeneration initiatives for Leyland Town Centre, improvement to Leyland railway station, supporting the opening of Midge Hall railway station, priority bus routes and green infrastructure. This green infrastructure provision, including bridleways, cycleways and footpaths will be a useful recreation asset for future residents, ensure the successful retention of habitats and species on site and importantly act as a buffer between this new development and existing communities.
Policy C3 Cuerden	The policy has specifically included the need for a holistic, comprehensive Masterplan of the site to ensure its sustainable development. Policy wording was also included to add in the need for phasing and an infrastructure delivery schedule. Whilst this site is employment led, it also supports the need for future green infrastructure provision especially to buffer any employment uses from existing communities in the area.
Policy C4 BAE Systems, Samlesbury	This policy will be subject to consultation at a later date.
Policy D1 Allocation of Housing Sites	The policy sets out the preferred location for housing development over the plan period yet wording was included to ensure that infrastructure that was needed to make the sites sustainable is added alongside any future development. ** All sites that have been included within this policy have been subject to their own SA as part of this process. See full results in Appendix 5.
Policy D2 Phasing, Delivery and Monitoring	This policy was included to control the release and phasing of sites to minimise the potential impacts that development could have if unmanaged. Wording was included to 'ensure that the scale and timing of development is co-ordinated within the provision of new infrastructure that is required'. The aim of the policy was to ensure that sustainable communities were delivered at appropriate times as they were needed during the plan period. Development should not come forward without appropriate infrastructure or in an unmanaged way, all at the start of the plan period for example as this would not have met the SA objectives of the plan. Therefore, the inclusion of this policy safeguarded against that potential effect to ensure the delivery of sustainable communities in a comprehensive approach throughout the plan period.
Policy D3 Agricultural Workers' Dwellings	The purpose of this policy is to ensure that there is appropriate housing for agricultural workers near to their place of work to increase access to jobs, reduce the need to travel and importantly, support agriculture and forestry and generally the rural economy. Specific wording was included 'the siting of the proposed dwelling is well

	<p>related to the existing farm buildings or its impact on the landscape could be minimised. The policy also ensures that this type of accommodation is only for this type of need and there is not encroaching development in the countryside for other types of uses.</p>
Policy E1 Allocation of Employment Land	<p>The policy sets out the preferred location for employment development over the plan period yet wording was included to ensure that infrastructure that was needed to make the sites sustainable is added alongside any future development. This policy supports new employment opportunities for the local economy and local residents. Specific wording was included within the justification to strengthen this point 'the sites listed within the policy above are allocated as new employment sites. These sites will ensure that there are the necessary employment opportunities in local areas including provision for new skills opportunities too. These sites have been allocated based on their appropriate and sustainable locations.</p> <p>** All sites that have been included within this policy have been subject to their own SA as part of this process. See full results in Appendix 5.</p>
Policy E2 Protection of Employment Areas and Sites	<p>This policy was included to maintain and protect existing employment sites within the borough to protect the local economy and local jobs for local people. Often employment uses come under threat from other more profitable land uses such as housing and so the decision was made to safeguard these employment sites for the future. It was also important as these developments have already occurred and land is already in use rather than allocating more land for employment uses than was needed if existing sites were protected.</p>
Policy E3 Leyland Town Centre	<p>The key point for this policy was to ensure the protection of A1 use to encourage the vitality and viability of the town centre and to attract businesses and residents. A decision was made to include wording to encourage the evening economy by supporting cafes and restaurants. Developer contributions will also be used to create better access links between the town centre and Worden Park, specifically for pedestrians and cyclists.</p>
Policy E4 District Centres	<p>The key point for this policy is to ensure the protection of A1 use to encourage the vitality and viability of the town centre and to attract businesses and residents. A decision was made to include wording to encourage the evening economy by supporting cafes and restaurants.</p> <p>** These sites have been allocated through the Central Lancashire Core Strategy which has been subject to a full SA.</p>
Policy E5 Local Centres	<p>The key point for this policy is to ensure the protection of A1 use to encourage the vitality and viability of the town centre and to attract businesses and residents. A decision was made to include wording to encourage the evening economy by supporting cafes and restaurants. These sites have been proposed through the Site Allocations document to ensure that local residents have access to services close by and to reduce the need to travel to further destinations for local, everyday shopping needs.</p>
Policy F1 Parking Standards	<p>The Site Allocations document, alongside the Central Lancashire Core Strategy, which is part of the LDF, recognises the need for sustainable travel patterns and choices. However, it also recognises the need for car travel and how it is likely to play a valid role in transport modes for the foreseeable future. The parking standards policy aims to allow the appropriate standards for car parking, per use to limit the number of spaces where they are not required and to allow car parking in a comprehensive manner alongside supporting other transport modes. Specific wording was included to ensure that transport statements were supplied on application where required: 'The parking standards should be seen as a guide for developers and any variation from these</p>

	standards should be supported by local evidence in the form of a transport statement’.
Policy G1 Green Belts	This policy was included, although there is national protection through PPG2: Green Belts, to ensure the protection of Green Belt land within South Ribble from inappropriate development. The protection of the boroughs green infrastructure and environmental assets has been strengthened through this policy and all G policies.
Policy G2 The Re-Use and Adaptation of Buildings in the Green Belt	The purpose of this policy is to ensure that there are opportunities for rural businesses within the Green Belt, making use of existing buildings in an appropriate manner. Specific wording has been included within the justification text to explain the point: ‘The re-use of existing buildings can offer the opportunity to accommodate new rural enterprises within the Green Belt without the need for new build. These rural businesses are essential in order to maintain a healthy and diverse rural economy in the Borough. The re-use of buildings can provide the opportunity for creating new commercial, industrial or recreational uses. Such re-use or adaptation can help to reduce demands for new buildings in the countryside’.
Policy G3 Safeguarded Land	To ensure that Green Belt boundaries will not need altering at the end of the plan period it is necessary to safeguard land between the urban areas and the Green Belt to meet the Borough’s longer term development needs. This safeguarded land has been included to protect the Green Belt and also to allow for future development for the next generation outside of this plan period timeframe. Specific wording was included to reach this aim: ‘planning permission will not be granted for development which would prejudice possible longer term, comprehensive development of the land’.
Policy G4 Protected Open Land	The Council wishes to protect valuable open areas of land to ensure natural breaks in the built-up areas and settlements. The policy aim is to retain the openness and natural character of local areas and to protect the land from development, to support the Green Belt intention. This land fulfils a key role in the character, appearance and openness of these settlements, and as such is worthy of protection in its own right. Its location has in some cases provided a break between settlements where there was no designated Green Belt land, to protect the character and openness of the area.
Policy G5 Areas of Separation	These sites follow on from their general designation within the Central Lancashire Core Strategy; however this policy goes further by setting out boundaries of the sites to be protected. Specific wording was included to meet this aim: ‘The Council will protect this land from inappropriate development other than green infrastructure uses, leisure and recreational uses, which would not adversely impact on the visual or spatial continuity of the green infrastructure and separation area’. The Areas of Separation act as a mitigation buffer between the urban area and between the new proposed allocations.
Policy G6 Central Park	This site follow on from the general designation of Areas of Separation within the Central Lancashire Core Strategy; however this policy goes further by setting out boundaries of the site to be protected.  A decision was made to have a separate policy on this initiative due to its importance and the additional recreational opportunities this site could provide. Specific wording was included within the justification text to support this point that ‘the park will improve the natural environment and visual appearance of the existing built-up area of Lostock Hall and Bamber Bridge, creating new parkland and open spaces alongside housing and employment sites. Central Park will form a linear park with a range of uses and recreational spaces. The provision of a new park in this part of the Borough will attract further

	<p>investment and enhance the health and wellbeing of both local residents and visitors’.</p> <p>The Central Park will also act as a mitigation buffer between the urban area and between the new proposed allocations.</p>
Policy G7 Green Infrastructure – Existing Provision	<p>This policy aims to protect existing green infrastructure within the borough. Specific criteria have been set to safeguard these areas and to ensure that any new development will not have a negative effect on existing green infrastructure and where it may be unavoidable that appropriate mitigation measures are set out to counter act these losses.</p>
Policy G8 Green Infrastructure – Future Provision	<p>This policy aims to encourage future green infrastructure within the borough. Specific criteria have been set to safeguard these areas and to ensure that any new development will not have a negative effect on existing green infrastructure and where it may be unavoidable that appropriate mitigation measures are set out to counter act these losses.</p> <p>The Council will encourage further provision to extend the existing green infrastructure network, including delivery of various open spaces, Worden Park extension, green corridors and landscaping including general tree planting within developments. New green corridors are to link the existing wider green infrastructure network and adjoining urban areas and to act as vital buffers to deliver separation spaces between urban areas and maintain the natural attractiveness of the Borough.</p>
Policy G9 Worden Park	<p>This policy was included to safeguard the key environmental asset at Worden Park and to specifically enhance its use and accessibility for local and wider populations. Some development that occurs through the borough, linked to developer contributions, will pay for future enhancements and improvements to accessibility as a way of mitigating against new development. This is seen as an important recreational space within the borough.</p>
Policy G10 Green Infrastructure Provision in Residential Developments	<p>This policy was specifically added in to ensure that all new residential development provides green infrastructure to standards set out within the policy, to mitigate against the loss of land through housing development.</p>
Policy G11 Green Corridors	<p>The existing green corridor network across South Ribble includes land designated as green wedges in the South Ribble Local Plan. These green corridors will need to be enhanced and extended wherever possible to deliver a green corridor network which performs the role of important natural buffers between all urban areas and new development to protect the attractiveness of the Borough and enable communities to access these corridors for recreational purposes. Specific wording was included within the policy to meet this aim ‘development will not be permitted in areas designated as green corridors, which would prejudice their open character, visual amenity and purpose’.</p> <p>Green corridors are to remain significant features of the built-up areas. The green corridors form part of the Council’s overall policy of protecting and enhancing the natural and built environment.</p>
Policy G12 Trees, Woodlands and Developments	<p>This policy was specifically included to safeguard and protect the boroughs trees, woodlands and hedgerows as they are recognised as an important local environmental asset.</p> <p>Specific wording was included within the justification text to promote this point through the document : ‘Development will be required to</p>



	<p>provide new trees, woodlands and/or hedgerows to provide a wide range of benefits, including health and wellbeing, tackling climate change, landscaping and noise proofing, amenity value. Developers will be required to provide trees, woodlands and/ or hedgerows of an appropriate type and maturity for the site, to be decided in liaison with the Council'.</p> <p>As well as the policy text 'there will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site; Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate'.</p>
Policy G13 Unstable or Contaminated Land	This policy follows on from the Core Strategy emphasis on re-use of previously developed land. The aim is that constraints such as contamination should not be seen as a barrier to development but should be overcome to bring forward previously developed land sites for appropriate use whilst dealing safely with any identified hazards.
Policy G14 Derelict Land Reclamation	This policy follows on from the Core Strategy emphasis on re-use of previously developed land. The aim is that constraints such as derelict land should not be seen as a barrier to development but should be overcome to bring forward previously developed land sites for appropriate use whilst dealing safely with any identified hazards.
Policy H1 Protection of Health, Education and Other Community Services and Facilities	This policy safeguards two sites for new schools for future pupils in the borough in accessible locations, near to residential properties. The policy also aims to safeguard existing health, community and educational facilities from other uses so that there is appropriate social provision within accessible areas for existing and future residents.

# MONITORING

## Links to Other Tiers of Plans and Programmes

- 8.1 This section identifies any links with other tiers of plans or programmes and proposals for monitoring the significant effects on implementing the Site Allocations and Development Management Policies DPD.
- 8.2 This SA report has been prepared alongside the Site Allocations document. The purpose of the Site Allocations document is to determine specific sites for development and land to protect in accordance with the policies and general locations identified for development within the Central Lancashire Core Strategy. It also sets out a number of preferred development management policies that will assist in determining planning applications. The Central Lancashire Core Strategy and Site Allocations document form part of the Local Development Framework (LDF) for South Ribble.

## Proposals for Monitoring

- 8.3 Monitoring will be undertaken in accordance with the requirements set out in the SEA Directive. This will allow the actual significant effects of implementing the Site Allocations document to be tested against those predicted. It ensures that problems that arise during implementation can be identified and future predictions made more accurately.
- 8.4 The SA testing has highlighted a number of baseline indicators, which can be monitored, that would be most likely to be affected by implementing the policies in the DPD. Detailed indicators for monitoring will be further worked up as part of the DPD preparation process, with the indicators deemed most appropriate to monitor the implementation of the DPD included.
- 8.5 The selected indicators will be monitored each year through the Annual Monitoring Report (AMR) so that a comparison can be made between the predicted effects of implementation of the Site Allocations document and the actual effects.
- 8.6 Monitoring will help to identify how well the policies are working and also identify any adverse effects. If any adverse effects arise due to implementation of the Site Allocations document then the policies will have to be reviewed or mitigation measures developed to overcome and prevent further adverse effects.

## **CONCLUSION**

9.1 All of the preferred sites and preferred development management policies have been assessed against the sustainability indicators. The proposed sites have been included or removed from the process partially through the SA outcomes, although other wider planning considerations have also influenced this process. The preferred development management policies have been appraised against the SA indicators and positive or negative effects identified, then changes were proposed to mitigate against any effects in a further assessment. All sites and policies at this stage are deemed to have taken on board the requirements of the SA process and the SEA Directive.

### **What happens next?**

9.2 This is an SA of the preferred sites and preferred development management policies at the Preferred Options stage of the preparation of the Site Allocations document. This document is now out for consultation until the 22 December 2011 for comments on its methodology, assessments and results. A further SA will be required at the next stage; Publication stage due out in 2012 to assess the final list of sites and policies.

## APPENDIX 1 – EVIDENCE GATHERING DOCUMENTS

### International Plans and Programmes

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Johannesburg Declaration on Sustainable Development (2002)	Objectives to manage, protect and enhance ecological resources and biodiversity.	Objectives to improve health care and facilities for all.	Objectives to reduce the risks of climate change and improve air quality by changing patterns of lifestyle.	Objectives to eradicate poverty and equitable society. Achieving a balance between social, environmental and economic objectives.	Objectives to improve transportation and access to services.	No key issues identified.	Objectives to promote economic development, education and training in new technologies.	No key issues identified. Commitment to renewable energy and energy efficiency.	Ensure that the principles of sustainable development are inherent throughout the LDF and highlighted in Core Strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Generate Resource Efficiency</li> <li>• New Technology for Renewable Energy</li> <li>• Increase Energy Efficiency</li> </ul>								
Aarhus Convention Directive 2003/4/EC 2003	Objective to ensure environmental information is available on issues such as biodiversity, marine life, wetlands, coastal areas, etc.	Objective to ensure that information is available on human health and safety.	Objective to ensure that information is available re air quality, pollution and the atmosphere.	Objectives to ensure that information is available to all and people are given opportunities to participate.	No specific issues identified, although linked to air quality, emissions and pollutants.	Objective to ensure information is available regarding the built and cultural heritage.	No key issues identified, although refers to economic information and trends being available.	No key issues identified.	The LDF will achieve this through the SCI and corporately through the Sustainable Community Strategy and Corporate Plan.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• No targets or indicators.</li> </ul>								
SEA Directive 2001/42/EC (Effects of Certain Plans and Programmes on the Environment)	Objectives to afford a high level of protection to the natural environment.	Objectives to collect baseline information on social indicators.	Objectives to collect baseline information on environmental indicators.	Objectives to collect baseline information on social indicators.	Objectives to collect information on accessibility and measure to encourage more sustainable modes of transport.	Objectives to afford a high level of protection to the built environment.	Objectives to collect baseline information on economic indicators and employment data.	Objectives to encourage sustainable regeneration and encourage the re-use of buildings, conversions and building on previously developed land.	Ensure the principle of sustainable development is reflected throughout the LDF and that all plans and policies aspire to protect and conserve the environment from the adverse

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
									effects of development.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>The Directive must be applied to all plans and programmes that fall within the scope of the Directive.</li> </ul>								
Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (1994)	Objectives to conserve and protect biodiversity, habitats, landscapes and support countryside conservation.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure objectives are reflected in the Core Strategy to protect habitats and wildlife.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Directive 79/409/EEC on the Conservation of Wild Birds	Objectives and duty to sustain populations of naturally occurring wild birds by sustaining areas of habitats.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure objectives of the Directive are reflected in the Core Strategy to protect birds and their habitats. This will help maintain bird populations at ecologically and scientifically sound levels.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Create and maintain protected areas</li> </ul>								
Ramsar Convention on Wetlands of International Importance (1971)	Objectives to conserve wetlands emphasising the provision of habitats for water birds.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure objectives are reflected in the Core Strategy to protect wetlands.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Emphasises using instruments and measures to ensure the wise use of wetlands</li> </ul>								
Directive 2000/60/EC Establishing a framework for Community Action in the Field of Water	Objectives to protect aquatic biodiversity and biodiversity which relies on aquatic	Objectives to protect bodies of water for recreational purposes. Ensure	Objectives to ensure that pollutants don't get into groundwater	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure that the principles of the Directive are reflected throughout the

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Policy	environments. This includes inland water, transitional waters, coastal waters and ground waters.	that human activity is not detrimental to water resources.	resources.						LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or Indicators</li> </ul>								
Directive 91/156/EEC on Waste	Objective to ensure waste disposal or recovery does not have a detrimental effect upon the environment.	Objectives to prevent/reduce the production of waste and its harmfulness.	Objectives to prevent pollutants as a result of waste disposal.	No key issues identified.	Objective to provide the sustainable and safe transportation of waste.	No key issues identified.	Objective to develop clean technology.	Objectives to achieve the recovery of waste by means of recycling, re-use or reclamation.	Ensure that the principles of the Directive are noted and reflected in the LDF, particularly in relation to the safe transportation of waste, its disposal and encouragement to recycle.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Development of clean technology to process waste and promote recycling</li> </ul>								
Directive 99/31/EC on the Landfill of Waste	Objectives to prevent or reduce the effects on the environment from the landfilling of waste.	Objectives to prevent or reduce the effects on human health from the landfilling of waste.	Objectives to prevent or reduce the effects on the environment, i.e. atmospheric pollution, from the landfilling of waste.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objective to ensure aftercare of sites and adequate maintenance.	Ensure that there is adequate protection for the environment and humans from landfill and its potential hazards.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Reduce the amount of biodegradable waste sent to landfill to 75% to the 1995 level by 2010</li> <li>Reduce this to 50% in 2013 and 35% by 2020</li> </ul>								
Directive 96/62/EC on Ambient Air Quality Assessment and Management	Objective to reduce the effect of ambient air pollution on ecology, ecosystems and wildlife and the natural environment.	Objective to maintain, protect and reduce the impact on human health resulting from ambient air pollution.	Objectives to improve air quality through implementation of Local Air Quality Management objectives and Strategies to reduce noxious emissions into the	No key issues identified.	Objectives to reduce the impact of traffic on the environment by traffic management measures, traffic restrictions and eliminating lead from petrol.	No key issues identified.	Objectives to ensure business and industry benefit from the objectives of air quality strategies and that there will be no compliance cost to meet with the objectives of	No key issues identified.	Ensure that the objectives of the Directive are inherent throughout the LDF and the Core Strategy supports the reduction of climate change.

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
			atmosphere.				the Directive.		
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
The Kyoto Protocol (United Nations 2005)	Objective to protect natural resources.	Objectives to improve the quality of life for people and future generations through cleaner air.	Objectives to halt climatic change by reducing greenhouse gas emissions and improve air quality.	Objective to eradicate poverty.	Encourages the use of more sustainable modes of transport.	No key issues identified.	Objective to change unsustainable patterns of production.	No key issues identified.	Consider how the Core Strategy can contribute to the objectives and key commitments of the Declaration.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Sustainable production and consumption</li> <li>Production of chemicals in ways that do not lead to significant adverse effects on human health and the environment</li> <li>Develop integrated water resource management and water efficiency plans by 2005</li> </ul>								
European Spatial Development Perspective (2001)	Objectives to ensure the prudent management of our natural resources and creation of ecological networks.	Objectives to address threats to human health.	Objectives to support more sustainable modes of travel, thereby helping to reduce the amount of atmospheric pollutants.	Objectives to combat poverty and social inclusion.	Objectives to improve accessibility and efficiency and better public transport systems and the usage of them.	Objectives to ensure the prudent management of the cultural heritage and landscapes.	Objectives to promote economic and social cohesion across the European nations.	Objectives to promote renewable energy resources.	Consider how the Core Strategy can contribute to the objectives and key commitments of the Declaration.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>There are several indicators and targets relating to various issues concerning the above objectives.</li> </ul>								
European Directive on Environmental Noise 2002/49/EC	No key issues identified.	Objectives to reduce the harmful and annoying effects from the exposure to noise.	No key issues identified.	Objectives to inform and consult the public about noise exposure, its effects and the measures used to address noise.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Demonstrate that the Core Strategy will assist in addressing the activities that have the potential to generate adverse noise impacts within the Borough.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Plan Objectives should seek to reduce the impact of environmental noise and maintain areas of low noise level, especially within natural open space environments and residential areas.</li> </ul>								
EU Sixth Environmental Action Plan Environment 2010	Objectives to protect nature conservation and biodiversity.	Objectives to protect the most vulnerable in society in terms of health and environment.	Objectives to improve air quality through setting standards.	Objectives to protect the most vulnerable in society.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to ensure the sustainable use of natural resources and management of waste.	Develop policies that take account of the Directive and sustainability objectives that protect and

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
									enhance biodiversity and promote energy efficiency.
Key Targets & Indicators	<ul style="list-style-type: none"> <li>An EU wide strategy on waste recycling with a specific target is to reduce the quantity going to final disposal by 20% by 2010 and 50% by 2050.</li> <li>Application of air quality standards, with a defined strategy on air pollution.</li> <li>Set standards for human and environmental health.</li> </ul>								
The Council of Europe's 'Valetta Convention' (1992)	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to protect, conserve and enhance the archaeological heritage.	No key issues identified.	No key issues identified.	Develop policies that protect architectural heritage.
Key Targets & Indicators	<ul style="list-style-type: none"> <li>No specific relevant targets or indicators.</li> </ul>								
-The Council of Europe's 'Granada Convention'	Objectives to enhance the environment surrounding protected monuments.	No key issues identified.	No key issues identified.	Objectives to increase awareness of architectural heritage in the wider culture.	No key issues identified.	Objectives to protect architectural heritage and historic monuments and protect buildings under threat.	Objectives to promote training for craft skills.	Encourage adaptation of buildings for new uses.	Develop policies that protect architectural heritage.
Key Targets & Indicators	<ul style="list-style-type: none"> <li>No specific relevant targets or indicators.</li> </ul>								



## National Guidance

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
PPS1: Sustainable Development (ODPM 2005)	No key issues identified.	No key issues identified	No key issues identified	Includes objectives on accessibility & land-use requirements for social and affordable housing provision	Includes objectives on providing an integrated transport system & more sustainable modes of transport.	Includes objectives to conserve cultural heritage, landscape and promote good design.	Objectives to provide for commercial & industrial development, food production, mineral extraction, new homes & other buildings in the UK. Objectives to enhance the vitality and viability of town centres.	Objectives to promote urban regeneration and re-use of previously developed land.	Ensure the Core Strategy incorporates the guiding principles included in PPS1.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS1 Supplement: Planning and Climate Change	Objective to conserve and enhance biodiversity, recognising that the distribution of habitats and species will be affected by climate change.	No key issues identified.	Objective for spatial strategies to make a full contribution to delivering the Government's Climate Change Programme and energy policies by ensuring new development is planned to make good use of opportunities for decentralised and renewable or low carbon energy.	Objective to secure new development and shape places that minimise vulnerability and provide resilience to climate change and in ways that are consistent with social cohesion and inclusion.	Objective to deliver patterns of urban growth and sustainable rural development that help secure the fullest possible use of sustainable transport, public transport, cycling and walking and which overall reduce the need to travel, especially by car.	No key issues identified.	Objective to respond to the concerns of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.	No key issues identified.	Ensure that LDF policies make a full contribution to delivering the Government's Climate Change Programme and energy policies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
PPG2: Green Belts (ODPM 2002)	Objectives to protect wildlife, habitats, the countryside and landscape from inappropriate development.	Objectives to provide for sport and recreation in the Green Belt	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to preserve the character and setting of historic towns and villages.	Objectives to retain land in forestry and agriculture.	Objectives to support re-use of buildings and development on brownfield sites, i.e. recycling and re-using derelict land.	Ensure the objectives and principles of the Green Belt are reflected throughout the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS3: Housing (DCLG 2010)	Objectives to ensure that housing policies help to deliver sustainable development objectives, in particular seeking to minimise environmental impact.	Objective to ensure housing is well designed and enables good access to amenity and recreational open space.	No key issues identified.	Objectives to ensure everyone (both in rural and urban areas) has the opportunity of a decent home by providing affordable housing and providing a suitable housing mix.	Objective to deliver housing developments in suitable locations which offer a good range of community facilities with good access to jobs, key services and infrastructure.	Objective to ensure good design and quality of build for housing developments.	No key issues identified.	Objective to manage housing supply in a way that makes efficient and effective use of land including the re-use of previously developed land.	Ensure the housing objectives are reflected in the LDF and a flexible supply of housing land is delivered.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Sets a national target of 60% of additional housing to be built on previously developed land and through conversions of existing buildings.</li> </ul>								
PPS4: Planning for Sustainable Economic Growth (DCLG 2009)	Objective to raise the quality of life and the environment in rural areas whilst continuing to protect the open countryside.	Objectives to deliver more sustainable patterns of development and improve consumer choice will improve access to facilities.	Objective to deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change which will improve air quality.	Objective to enhance competition between retailers in order to improve consumer choice to meet the needs of the entire community particularly socially excluded groups.	Objective to deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.	Objective to conserve the historic, archaeological and architectural heritage of centres and where appropriate enhanced to provide a sense of place and a focus for the community and civic activity.	Overarching objective for sustainable economic growth to be achieved through a number of objectives.	Objective to focus new economic growth and development in existing centres.	Ensure the objectives for sustainable economic growth are reflected in the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
PPS5: Planning for the Historic Environment (DCLG 2010)	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives for the protection of the natural and historic environment.	No key issues identified.	No key issues identified.	Ensure LDF policies reflect the guidance relating to historic buildings and conservation areas.

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
PPS7: Sustainable Development in Rural Areas (ODPM 2004)	Objective to protect our most valued landscapes and environmental resources.	Objective to improve the quality of life and the environment in rural areas.	No key issues identified.	Objective to improve local environments and neighbourhoods in order to raise the quality of life in rural areas and establish sustainable communities.	Objective to promote more sustainable patterns of development.	Objective to encourage good quality design throughout rural areas and villages.	Includes objectives to make improvements in economic performance and sustainable, diverse and adaptable agricultural sectors, supporting rural diversification.	Objective to support the use of previously developed sites.	Ensure the objectives for sustainable development in rural areas are reflected in the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPG8: Telecommunications (DETR 1996)	Objectives to ensure that telecommunications equipment does not harm the environment or landscape through careful and good design.	Objectives to ensure telecommunication s equipment do not pose a threat to human health	Modern telecommunications can benefit the environment through reducing the need to travel, and hence reducing vehicle emissions of carbon dioxide and other pollutants	No key issues identified.	Modern telecommunications can benefit the environment through reducing the need to travel, and hence reducing vehicle emissions of carbon dioxide and other pollutants	Objectives to ensure that telecommunications equipment does not harm buildings of architectural or historic importance.	No key issues identified.	No key issues identified.	Ensure LDF reflects guidance on telecommunications development.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS9: Biodiversity and Geological Conservation (ODPM 2005)	Objective to conserve Wildlife Habitats, biodiversity and geological resources.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure LDF policies are in line with requirements of the PPS.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Planning for Biodiversity and Geological Conservation: A Good Practice Guide	Objective to provide good practice guidance on the approach to conserving Wildlife, Habitats, biodiversity and geological resources.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure LDF policies follow good practice approach to implementing requirements of PPS9.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS10: Planning for Sustainable Waste Management (ODPM 2005)	Objectives to protect those areas important for nature conservation, surface and underground water from the installation of waste management facilities.	Objectives to ensure that waste management facilities are appropriately located, well-run, well-regulated, operated in line with current pollution control techniques and standards and should pose little risk to human health.	No specific objectives identified although objectives to reduce pollution and utilise more sustainable modes of transportation to transport waste material.	Objectives to secure sustainable waste management by encouraging kerbside collection and community recycling.	Objectives to support the sustainable transportation of waste, wherever practical, rather than using road transport.	Objectives to protect those areas important for their historic and landscape value from installation of waste management facilities.	Objectives to locate waste management facilities on industrial sites and co-locate facilities together and with complimentary activities.	Priority given to the re-use of previously developed sites for the location of waste management facilities.	Ensure LDF takes on board the requirements and principles of the guidance, particularly with developing policies that enable adequate provision to be made for waste management facilities in appropriate locations, without undue adverse environmental effects or nuisance.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS12: Local Spatial Planning (DCLG 2008)	The requirement to undertake a Sustainability Appraisal of DPDs will ensure the effective protection of the natural environment and its resources.	The requirement to undertake a Sustainability Appraisal of DPDs will ensure that the promotion of healthy lifestyles is addressed.	Objective to encourage more sustainable modes of transport, reducing congestion and thereby reducing atmospheric pollutants.	The requirement to prepare a Statement of Community Involvement sets out the LPA's objectives to involve the community in the LDD and planning application process right from the outset.	The requirement to undertake a Sustainability Appraisal of DPDs will ensure that the promotion of healthy lifestyles is addressed.	The requirement to undertake a Sustainability Appraisal of DPDs will ensure the effective protection of the built environment and its resources.	The requirement to undertake a Sustainability Appraisal of DPDs will ensure that there is continued maintenance of high and stable levels of economic growth and employment.	Objectives through Action Plans to stimulate regeneration and identify area based regeneration initiatives.	Ensure the principles of spatial planning and guidance on the preparation of Core Strategies and other DPDs are reflected in the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
PPG13: Transport (ODPM 2002)	No key issues identified.	Objectives to encourage walking and cycling rather than using motorised transport, especially for short journeys.	Objectives to encourage more sustainable modes of transport, reducing congestion and thereby reducing atmospheric pollutants.	Objective to locate educational establishments, hospitals and health facilities in locations that are well served by public transport and are accessible by walking and cycling. Objective to ensure that jobs, shopping, leisure facilities and services are primarily sited at the most accessible location in rural areas. Objective to promote public transport that is accessible and meets the needs of disabled people.	Objective to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, i.e. more sustainable modes of travel.	No key issues identified.	Objectives to locate new development in locations/sites which are well served by public transport.	No key issues identified.	Ensure objectives for transport are reflected in LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Sets national maximum parking standards for different types of development</li> </ul>								
PPG14: Development on Unstable Land (DOE 1990)	No key issues identified.	Objectives to ensure the public are aware where unstable land exists and construction would be a danger to the public.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure that the LDF is aware of the location of unstable land.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or Indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
PPG17: Planning for Open Space, Sport and Recreation (ODPM 2002)	Green areas are important for nature conservation and biodiversity.	Includes objectives on promoting healthy living, and providing leisure and recreation opportunities.	Open spaces that act as 'Green Lungs' can assist in meeting objectives to improve air quality.	Sport facilities can provide meeting places and a focal point for community activities and well maintained open spaces and good quality sports and recreation facilities can play a major part in people's sense of well being and social interaction.	Objective to promote walking and cycling and the use of public transport when locating sports facilities.	No key issues identified.	Opportunities for recreation and visitor attractions/tourism opportunities in the open countryside play an important role in the regeneration of the economies of rural areas.	Open spaces help create urban and rural environments that are attractive, clean and safe.	Undertake an audit and assessment of the open space provision and update policies accordingly setting out new standards for open space provision.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Set local standards for open space provision based on an audit of existing provision and an assessment of need.</li> </ul>								
PPS22: Renewable Energy (ODPM 2004)	No key issues identified.	No key issues identified.	Objective to reduce the emissions of greenhouse gases.	Objective to contribute to the nation's energy needs, ensuring all homes are adequately and affordably heated and providing new sources of energy in remote areas.	No key issues identified.	No key issues identified.	Objective to create jobs in relation to renewable energy developments and new technologies.	No key issues identified.	Develop LDF policies that promote and encourage the development of renewable energy sources and set out criteria to be applied in assessing applications for renewable energy projects.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Generate 10% of UK electricity from renewable energy sources by 2010 and 20% by 2020.</li> <li>Cut the UK's carbon emissions by 60% by 2050.</li> </ul>								
PPS23: Planning and Pollution Control (ODPM 2004)	Aim to negate the potentially harmful impacts of pollution on biodiversity and the environment.	Aim to negate the potentially harmful impacts on health caused by polluting sources.	Objectives to ensure good air quality and prevent potentially polluting developments.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objective to steer development onto previously developed land.	Ensure LDF policies are in line with the PPS.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
PPG24: Planning and Noise (DETR 1994)	Objective to protect biodiversity and habitats from harmful noise. The effect of noise on people's enjoyment of the landscape should be taken into account	Objectives to reduce or mitigate the impact of noise upon people.	No key issues identified.	Objectives to reduce noise pollution for all, especially in residential areas.	Objectives to reduce the impact of traffic noise from surrounding sensitive developments, such as residential areas.	Objective to protect the historic environment from noise and people's enjoyment of it from potential noise disturbance.	No key issues identified.	No key issues identified.	Ensure LDF policies reflect the principles set out in the guidance.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
PPS25: Development and Flood Risk (DCLG 2006)	No key issues identified.	Objective to reduce the risks to people and the environment from flooding.	No key issues identified.	No key issues identified	No key issues identified	No key issues identified	No key issues identified.	No key issues identified	Ensure that the LDF reflects the guidance relating to flood risk.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
A Better Quality of Life Strategy, a strategy for sustainable development for the UK (DETR 1999)	Includes objective on the prudent use of natural resources.	No key issues identified.	No key issues identified.	Objective on social progress that recognises the needs of everyone.	No key issues identified	Objective on the protection of the environment.	Includes objectives on maintenance of high and stable levels of economic growth and employment.	Prudent use of natural resources.	Ensure the LDF reflects the principles of sustainable development.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
An Air Quality Strategy for the UK (DETR 2001)	Objectives to protect vegetation and ecosystems.	Objectives to reduce risks to human health and the environment.	Objectives to reduce atmospheric pollution and set air quality standards.	Objectives to reduce the pollution in the most deprived areas and associated illnesses.	Objectives to encourage people to travel more sustainably. Opt for walking and cycling, rather than the private car. Encourage car sharing.	No key issues identified	Objectives to ensure that business operations do not result in an increase in air pollution and encourage sustainable modes of travel to work, car sharing & parking charges, etc through Green Travel Plans	No key issues identified	Ensure the LDS reflects the principles of the Air Quality Strategy and develops policies that aim to meet the standards.

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Sets air quality standard for 8 air pollutants.</li> </ul>								
Working with the grain of nature – A Biodiversity Strategy for England (DEFRA 2002)	Objectives on biodiversity, improving habitats and protecting species, and public access.	No key issues identified	No key issues identified	No key issues identified	No key issues identified	No key issues identified	No key issues identified	No key issues identified	Ensure that the LDS reflects the principles of the national Biodiversity Strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>To care for our natural heritage, making the countryside attractive and enjoyable for all and preserve biological diversity by: reversing long-term decline in the no. of farmland birds by 2020 and bringing into favourable condition by 2020 95% of all nationally important wildlife sites.</li> </ul>								
The Future of Transport White Paper: Transport 2004: A network for 2030	Objective to create a transport system that has less impact on the environment.	Objectives to tackle congestion and pollution, particularly in urban areas.	Objectives to tackle pollution arising from road traffic and reduction in CO2 emissions.	Improving public transport will be vital in reducing social exclusion, particularly for people who do not have access to a car. Objective to include a better choice of transport modes for everyone	Objectives to create an integrated transport system and safer cycling and walking routes.	No key issues identified.	Objective to provide easier access to services and jobs and boost economic development.	Objective to improve transport links to regeneration areas and help the renaissance of towns and cities.	Ensure that the LDS reflects the principles of sustainable transport and accessibility.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>20% reduction in Carbon Dioxide emissions by 2010 and 60% reduction by 2050. Transport is currently responsible for about a quarter of total emissions.</li> </ul>								
Rural White Paper 2000  Our Countryside: The Future. A Fair Deal for Rural England	Objectives to encourage stronger protection for our most valued landscapes, and for wildlife and habitats. Encouraging Countryside Stewardship Schemes.	No key issues identified.	No key issues identified.	Objective to provide affordable homes in town and villages for local people and involve people in community planning.	Objective to improve transport connections in rural areas. Better access to the Rights of Way network	No key issues identified.	Objectives to promote a working countryside, with a prosperous and diverse economy, giving high and stable levels of employment. Support diversification.	Objectives to rejuvenate market towns and create a thriving modern economy.	Ensure that the principles of the White Paper are taken on board throughout the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								



Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Countryside and Rights of Way Act 2000	Objectives to protect SSSIs, AONBs and strengthen wildlife enforcement legislation.	Objectives to encourage people to pursue outdoor recreation.	No key issues identified.	Objectives for access to the countryside for all.	No key issues identified.	Objectives to protect landscapes of historic importance.	No key issues identified.	No key issues identified.	Ensure the principles of the Act are taken into account particularly in relation to outdoor recreation and accessibility.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Natural Environment and Rural Communities Act 2006	Objectives to conserve, enhance and manage the natural environment.	No key issues identified.	No key issues identified.	Objectives to represent the rural population especially for people suffering social disadvantage.	No key issues identified.	No key issues identified.	Objectives to improve economic performance in rural areas.	No key issues identified.	Ensure the principles of the Act are taken into account, particularly conservation of the natural environment.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Guidance for Local Authorities on Implementing the Biodiversity Duty (Defra, 2007)	Objectives to protect and conserve biodiversity, including all species of plants, animals and supporting natural systems.	Objectives to secure improvements in quality of life, ensuring biodiversity enhances the local 'sense of place'.	Objectives to secure improvements in air quality through conservation of biodiversity.	Objectives to promote accessibility for all to biodiversity resources.	No key issues identified.	No key issues identified.	Objectives to promote tourism through protection and conservation of biodiversity.	No key issues identified.	Ensure that the principles of the guidance are taken into account, particularly the need to protect and conserve biodiversity.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Biodiversity Indicators in Your Pocket (Defra, 2010)	Objectives to monitor the long term trends, change and overall performance across all areas of biodiversity.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure that the range of performance indicators used to monitor biodiversity change is taken into account.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Contains a range of indicators monitoring long term trends and change in all areas of biodiversity.</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Wildlife and Countryside Act (as amended) 1981	Objectives to protect wildlife including birds, wild animals, mammals and wild plants, the countryside, national parks, special areas of protection and public rights of way.	No key issues identified.	No key issues identified.	Objectives for access to the countryside for all.	No key issues identified.	Objectives to protect countryside, rights of access and areas of special environmental protection.	No key issues identified.	No key issues identified.	Ensure that the principles of act are taken into account, particularly in relation to the protection of wildlife.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Badger Protection Act 1992	Objective to protect badgers and their setts from destruction.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Ensure that Badgers and their habitats are protected.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
'Nature Nearby' Accessible Natural Greenspace Guidance (2010)	No key issues identified.	Objectives to ensure access to natural space for people in towns and cities.	No key issues identified.	Objectives to ensure access to natural space for people in towns and cities.	Objectives to ensure access to natural space for people in towns and cities	No key issues identified.	No key issues identified.	No key issues identified.	Ensure that access to natural space for people in towns and cities is taken into account.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Hedgerow Regulations 1997	Objectives to protect important countryside hedges from destruction or damage by controlling their removal.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to protect the natural landscape and landscape features, e.g. hedgerows.	No key issues identified.	No key issues identified.	Ensure that important countryside hedgerows are protected and retained.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Tree Preservation Orders	Objectives to protect important trees and woodland from destruction or damage by controlling their removal.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to protect trees and woodlands of amenity value and trees in Conservation Areas.	No key issues identified.	No key issues identified.	Ensure that trees and woodlands continue to be protected through the LDS.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								
Urban White Paper 2000 Our Towns and Cities: The Future	Objectives to protect the environment and wildlife.	Objectives to protect and maintain urban greenspaces and areas of open space. Access to parks and open spaces reduces stress and helps well-being	Objectives to reduce noise, pollution and traffic congestion	Objective to provide education and training for all. Promote enterprise in the inner city areas with least investment. Community Strategies will involve local people.	Objectives that support sustainable modes of travel other than the private car and create public transport interchanges.	Objectives to support good design and restore the historic environment in our city.	Objective to provide training for people and create more employment opportunities for people through the New Deal Programme.	Objective to deliver an urban renaissance and agree long term vision for areas, producing strategic action plans. Bringing brownfield land and empty properties back into use.	Ensure that the objectives and principles of the paper are incorporated into the LDS.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>3.8 million more homes needed by 2021</li> <li>Local strategies needed to meet the needs of local people developed through partnerships</li> <li>60% of new homes on brownfield sites or through conversions of existing buildings.</li> </ul>								
Sustainable Communities: Building for the future	Objectives to protect the environment.	Objectives to protect green belt, parks and open spaces. Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure;	Objective for clean, safe and green environment.	Objectives to invest in the availability of affordable housing and make more decent homes available. A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes.	Objectives to provide good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres.	Objectives to create a diverse, vibrant and creative local culture.	Objectives to provide a flourishing local economy to provide jobs and wealth.	Objectives to invest in deprived areas and regenerate them.	Ensure the principles of sustainable development and the creation of sustainable communities are achieved.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>By March 2004 at least 80% of Secretary of State planning decisions will be decided within 16 weeks, an improvement of 50% in two years</li> <li>By 2005: New form of regional plans (Regional Spatial Strategies) in place to realise the visions for both growth and low demand areas.</li> <li>By 2005: Regional housing strategies produced to inform housing investment decisions.</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Sustainable Communities: Homes for all (2005)	Objective to protect the countryside and the natural environment.	Objective to deliver decent homes for all.	No key issues identified.	Objectives to provide homes where they are needed most.	Objective to provide good infrastructure to housing sites.	Objective to protect and enhance the historic environment.	Objectives to provide employment in both rural and urban areas.	Objectives to create sustainable, mixed communities in both rural and urban areas, with the jobs, services and infrastructure they need to thrive	Ensure the LDS takes on board the principles set out in the guidance.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ Broad national targets are set relating to the delivery and improvement of housing</li> <li>▪ The target that 60% of all new housing development should be on brownfield land is maintained.</li> </ul>								
Sustainable Communities: People, Places and Prosperity 2005	Objectives to protect the environment.	Objectives to attract investment into deprived areas and improving public services.	No key issues identified.	Objectives to provide decent affordable housing for all.	Objectives to provide well-served communities and good access to jobs.	Objectives to provide a quality built environment.	Objectives to ensure a thriving and prosperous economy and develop people's skills.	Objectives to increase development on Brownfield land.	Ensure the LDS takes on board the principles set out in the guidance.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ Set targets for creating sustainable communities</li> </ul>								
Housing Act 2004	No key issues identified.	Objectives to provide for the most vulnerable in society.	No key issues identified.	Objectives to protect the most vulnerable in society and create a better and fairer housing market.	No key issues identified	No key issues identified.	No key issues identified	No key issues identified	Ensure that LDS encompasses the principles of the Act.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ No indicators or targets</li> </ul>								
Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites	Objectives to protect sites and areas of ecological important from inappropriate development.	No key issues identified.	No key issues identified.	Objectives to provide land to accommodate Gypsies	Objectives to ensure there are no unnecessary vehicular movements that cause disturbance to other residents in the area.	Objectives to protect archaeological sites and buildings of historic important from inappropriate development.	No key issues identified.	No key issues identified.	Ensure that the LDS identifies suitable site/sites for gypsies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ To increase the no. of gypsy and traveller sites in appropriate locations with planning permission in order to assess under-provision in the next 3-5 years</li> <li>▪ Set out criteria for the location of gypsy and traveller sites to guide allocation of specific sites within the relevant DPD.</li> </ul>								

Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
National Cycling Strategy (1996-2012)	No key issues identified.	Objectives to encourage cycling as a healthy form of sustainable transport.	Objectives to encourage cycle use which will help to reduce congestion and improve air quality.	Objectives to create more opportunities for people to cycle.	Objectives to improve the convenience and accessibility by cycle to various destinations.	No key issues identified.	Objectives to encourage people to cycle to work by developing commuter plans and creating secure cycle spaces in office car parks.	No key issues identified.	LDS to support Strategy and encourage the use of cycling and improving cycling facilities.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ Double bicycle use by 2002 (based on 1996 figures) and double it again by 2012</li> <li>▪ For each Local Authority to produce a Cycling Strategy</li> </ul>								
The Historic Environment: A Force for Our Future (DCMS 2001)	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to ensure education and lifelong learning.	Objectives to ensure that the historic environment is accessible to all.	Objectives to continue to protect and preserve the historic environment.	No key issues identified.	No key issues identified.	LDS to continue to protect and enhance the historic environment.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ No targets or indicators.</li> </ul>								
UK Climate Change Programme (2000)	The effects of climatic change can cause widespread global damage to the natural environment	The effects of climatic change can cause widespread global damage, e.g. increase in flooding	Objectives to improve air quality and reduce greenhouse gas emissions and better fuel efficiency.	No key issues identified	Objectives to promote more sustainable modes of travel.	No key issues identified	No key issues identified	No key issues identified	Core Strategy to reflect the objectives of the programme and to work towards improving air quality through encouraging the use of more sustainable modes of travel.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>▪ Policies to reduce emissions of greenhouse gases</li> <li>▪ Cut carbon dioxide emissions by 20% by 2010</li> <li>▪ Recycle or compost at least 30% of household waste by 2010</li> <li>▪ Reduce the amount of industrial and commercial waste landfilled to 85% of 1998 levels by 2005</li> </ul>								

## Regional Plans and Documents

Regional Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
North West of England Plan: Regional Spatial Strategy to 2021	Objectives to ensure active management of environmental assets.	Objectives to improve the quality of life of residents in the Region.	Objectives to create an efficient transport system that is environmentally friendly and sustainable.	Objectives to provide affordable housing and housing needs of the region.	Objectives to create multi-modal transport networks; rail network; road safety; airports, ports and inland waterways; freight transport; cycle network; car parking; transport investment and management. An integrated transport system.	Objectives to ensure active management of environmental and cultural assets and high design quality.	Objectives to achieve greater economic competitiveness, growth and encourage social progress. Focusing on: employment; investment; economic opportunity; local needs; town centres; tourism; recreation/sport. Also protect and regenerate the region's rural economy and communities. Focusing on: viability of agricultural holdings; diversification of economy; housing needs; local services; accessibility.	To bring about a renaissance of towns and cities in the North West Focusing on: health; education; social infrastructure; public transport; previously developed land; use of existing housing; affordable housing; urban greenspace; Green Belt	Ensure core strategy objectives reflect the objectives of RSS.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Several indicators and targets proposed to be monitored on an annual basis e.g. in relation to housing and employment land provision.</li> </ul>								

Regional Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Regional Economic Strategy (2006)	Objectives to realise and nurture the natural assets and improve the physical environment.	Objective to improve the health of (potential) workers and reduce the number of incapacity benefit claimants.	No key issues identified but objectives for sustainable economic growth will reduce the need to travel and therefore reduce air pollution.	Objectives to support cleaner, safer, greener communities, develop community cohesion, develop high quality local services and reduce health inequalities and social exclusion.	Objectives to improve and better manage the road and rail infrastructure, develop airports and ports and link areas of opportunity and need.	Objectives to realise and nurture built heritage assets, promote the image of the region, maximise cultural and major event opportunities and develop the quality of the visitor experience.	Objectives to stimulate economic activity and develop local employment opportunities in areas remote from growth and with low employment rates and support and sustain conditions for growth in areas with strong economic drivers.	Objectives to deliver high quality employment sites and Premises and secure new uses for brownfield land.	Ensure that employment and economic development policies in the LDF reflect the RES.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>To achieve a regional employment rate of 80% by 2020, and eliminate major sub-regional variations and variations between key groups</li> <li>To have less than 20% of people with a household income of less than 60% of the GB median by 2020.</li> <li>To meet Kyoto targets by 2012, to reduce CO2 emissions to 12.5% below 1990 levels.</li> </ul>								
Regional Freight Strategy (2004)	No key issues identified.	No key issues identified.	Objectives to maximise the use of existing transport infrastructure, implementing selective enhancements and minimising environmental impact of freight transport. Objectives to improve air quality by improving the efficiency of freight transport.	No key issues identified.	Objectives to provide a vibrant, efficient and safe regional freight industry by encouraging a range of high quality transport modes and services. Improving accessibility to, from and within the region for those who use or operate freight transport	No key issues identified.	Objectives to attract and retain inward investment.	No key issues identified.	Ensure that the principles of efficient transportation and safe movement of freight materials are supported through LDS policies.
<b>Key Targets &amp; Indicator</b>	<ul style="list-style-type: none"> <li>No targets or indicators</li> </ul>								

Regional Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
North West Regional Housing Strategy 2009	No key issues identified.	Objective to raise the quality of the existing housing stock.	No key issues identified.	Objective to create greater opportunity to access wider housing choices.	No key issues identified.	No key issues identified.	No key issues identified.	Objective to raise the quality of the existing housing stock.	Ensure LDF supports the objectives of the strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Delivering decent homes</li> <li>Delivering adequate affordable housing to meet needs</li> </ul>								
Regional Sustainable Energy Strategy (2006)	Objectives to ensure that renewable energy sources and development do not harm ecological frameworks and habitats.	Objectives to create warmer, healthier homes, with decreased incidences of health issues, such as damp which can lead to respiratory problems, particularly with vulnerable people such as the elderly and the young or the ill.	Objectives to enable the NW to minimise its contribution to climatic change and set the region on a course to reduce greenhouse gases emissions by 60% by 2050.	Objectives to ensure that the NW eliminates fuel poverty by ensuring that all householders have access to affordable warmth and decent quality housing.	Objectives to encourage less reliance on the private car and increased use of public transport and more sustainable modes of travel.	No key issues identified.	Objectives to contribute to the economy of the region, increasing business opportunities and employment potential in delivering sustainable energy systems.	No key issues identified.	Targets to be set to reduce consumption of energy from non-renewable sources.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Reduce greenhouse gases by 60% by 2050</li> <li>10% of the Regions electricity supply to come from renewable sources by 2010</li> </ul>								
The Northern Way – 1 <sup>st</sup> Growth Strategy Report	No key issues identified.	Objectives to improve the quality of life	No key issues identified.	Objectives to improve the quality of life and bring more people into employment	Objectives to promote small-scale but significant transport improvements	No key issues identified.	Objectives to boost the economy and provide employment opportunities.	Objectives to support rural renewal.	Core Strategy will need to take account of proposals that arise as a result of the Northern Way which might impact upon the Borough.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Increase the rate of new business start-ups from 30 per 10,000 to 33 per 10,000 by 2008</li> <li>Bring a further 100,000 people currently on incapacity benefit into work by 2014</li> <li>Endeavour to ensure that the companies in the key manufacturing and services clusters across the North continue to employ at least 1,750,000 people in 2025</li> <li>Reduce congestion to below the national average by 2010 and therefore increase reliability on key strategic routes (M62, M60, A1(M) Gateshead Bypass, A19, A5063, A63 and A160</li> <li>Make provision for an additional 200,000 employer specified learner places by 2008</li> </ul>								



Regional Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
Action for Sustainability NWRA (2005)	Objectives to protect and enhance biodiversity, endangered species and geological sites and, trees and Landscape.	Objectives to improve health and create healthy communities where people take an interest in leisure and a healthy lifestyle.	Objectives to reduce the need to travel by encouraging and developing more sustainable modes of travel and improving air quality.	Objectives to reduce poverty and build social economic inclusion, i.e. social equity .Improve access to good quality affordable housing. Promote equity and improve equality of opportunity for all.	Objectives to develop the strategic transport, communications and economic infrastructure.	Objectives to protect, enhance and manage the region's rich diversity of cultural and built environment and archaeological assets.	Objectives to improve: the competitiveness and productivity of businesses, exploit the growth of the business sector and ensure the availability of a balanced portfolio of employment sites.	Objectives to deliver both rural and urban renaissance, developing and marketing the region's image. Active management of mineral resources.	Ensure that the principles of sustainability are inherent throughout the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Non-car trips as a % of total car trips</li> <li>• Air Quality Days – days when air quality is poor</li> <li>• Proportion of new development on previously developed land</li> <li>• % of recycled household waste</li> <li>• Affordability of housing</li> <li>• Wild bird population index</li> <li>• % of land classified as SSSI that is maintained</li> </ul>								
The Agenda for Growth: the Regional Forestry Framework for England's North West (2005)	Proposed extension of woodland areas to provide more benefit to the environment, together with managing and protecting key woodlands, trees and biodiversity.	Objectives to integrate trees and woodlands into development schemes. Objectives linking woodlands to health.	The creation of new woodlands and woodland planting will help improve air quality.	Objectives for utilising woodlands as a setting for lifelong learning.	Objectives for developing and promoting accessible woodlands.	No key issues identified.	Objectives to provide specialist training and advice for the forestry and woodland sector. Objectives to develop woodland areas as tourist activities.	Objectives to improve the image of the region. Objectives to use woodlands as a tool in the regeneration and reclamation of derelict land.	Ensure that the importance of trees and woodlands are recognised throughout the LDS and should continue to be protected as valuable environmental resources.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• No indicators or targets</li> </ul>								
The Strategy for Tourism in England's North West (2007)	Promoting high quality countryside emphasising the quality of the environment.	No key objectives identified.	No key objectives identified.	Objectives of strategy to be customer focussed and	Objectives to improve access and transport infrastructure for the region's consumers.	Objectives to build on existing culture and traditions creating a rich cultural landscape and heritage.	Objectives to boost the performance of tourism businesses and attract tourism related investment.	Objectives to regenerate and invest in the north-west through promoting tourism assets.	Balance tourism development with the need to protect the environment and promote the economy within the LDF.

Regional Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No indicators or targets</li> </ul>								
The North West Regional Cultural Strategy (2001)	Not specifically biodiversity aims but objectives to promote the NW landscape	Aims to improve the quality of life of all who live in the NW.	No key issues identified.	Aims to include everyone in the mainstream of community life. Development of lifelong learning and the growth of informal education, aiming to develop new interests and skills.	Objectives to ensure the region's cultural assets are fully accessible to all and particularly those with impaired mobility – in respect of transport, language and cost.	Objectives to improve and build on the region's cultural strengths and assets. Objective to develop high standards of design and supporting public art.	Objectives to attract new investment through culture and develop a sustainable cultural economy and build on the existing clusters of businesses in all parts of the region.	Aims to improve the image of our region and develop programmes to support urban and rural regeneration.	
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No specific targets or indicators. However, the Strategy's objectives are to raise the profile of culture and creativity throughout the north-west.</li> </ul>								
Regional Waste Strategy for the NW (2004)	No key issues identified.	Objectives to ensure people are aware of the implications of waste and the importance of recycling.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to encourage industries and firms to create less waste.	Objectives to encourage recycling and waste management.	LDF policies must recognise the importance of sustainable waste management and seek to protect environmental resources through recycling and more sustainable forms of energy (i.e. renewable energy sources)
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Reduce annual increases in waste production per household by 2% by 2008/2009.</li> <li>Achieve statutory targets for recycling and composting household waste and delivering bio-degradable municipal waste from landfill.</li> </ul>								
North West Green Infrastructure Guide (2007)	Objectives to protect, conserve and utilise biodiversity.	Objectives to promote the use of green spaces for leisure and recreation.	Objectives to protect and create new green spaces in towns and cities which will improve air quality.	Objectives to improve access to green spaces for all.	Objectives to improve accessibility, for pedestrians and cyclists for example, in towns and cities.	No key issues identified.	Objectives to promote green spaces and infrastructure as part of the tourism economy.	Objectives to secure urban regeneration and renaissance through improvements to green spaces.	Ensure that the principles of green infrastructure are inherent throughout the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No indicators or targets.</li> </ul>								

## Sub Regional and County Level Plans and Strategies

County Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
The Minerals and Waste Plan (2006) & Lancashire Minerals and Waste Local Development Framework	Objectives to prevent waste development adversely affecting areas important for their nature conservation value.	Proposals for mineral and waste developments will not be permitted where they would have an unacceptable adverse impact on recreational routes, country parks, etc.	Objectives to prevent pollution and minimise the adverse impacts from the transport of minerals and waste developments through using more sustainable modes of transport.	Objectives to include the community in the MWDF process through consultation.	Objectives to use more sustainable forms of transport to transport minerals and waste and proposals to provide new and improved connections.	Objectives to prevent waste development from adversely affecting areas of archaeological importance, listed buildings, conservation areas and historic parks and gardens.	Indirectly by providing employment in the minerals and waste industry.	Objectives to minimise waste in new developments and to restore sites to a high environmental standard in accordance with approved restoration proposals.	Core objectives and policies to reflect principles of the LWMLP.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>A variety of targets and indicators are referred to relating to minerals production, waste minimisation and recycling rates.</li> </ul>								
A Landscape Strategy for Lancashire (Landscape Character Assessment) (2000)	Objectives to protect, conserve and enhance landscapes, natural assets and biodiversity.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to acknowledge the historic character of the landscape and civilisations who helped carve and characterise the landscape.	No key issues identified.	No key issues identified.	LDF to reflect objectives of the strategy through policies to protect and conserve the built heritage and natural landscape.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Lancashire Climate Change Strategy 2009-2020	Objectives to make the most of Lancashire's environmental assets and support practical measures to allow biodiversity to adapt to climate change.	Objectives to reduce risks to public health associated with climate change.	Objectives to reduce greenhouse gas emissions by improving energy efficiency.	Objectives to encourage strong community participation in climate change solutions.	Objectives to develop and maintain a sustainable transport system and increase the use of public transport and walking and cycling. Also to promote the use of more efficient vehicles.	Objectives to protect Lancashire's wealth of built assets.	Objectives to encourage a sustainable and competitive economy supporting the growth of the emerging environmental technology sector.	Objectives to provide good access to key regeneration areas.	LDF to reflect objectives of Climate Change Strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>The Strategy includes a target of a 30% reduction on 1990 carbon dioxide emissions by 2020.</li> </ul>								

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Lancashire Environmental Strategy 2005-2010	Objectives to protect and enhance wildlife and landscape.	Objectives to improve healthy living and local environments.	Objectives to improve air quality and reduce climatic change through more environmentally friendly modes of travel.	Objectives to encourage community involvement and participation.	Objectives to improve accessibility, connection and transport infrastructure.	Objectives to protect and enhance the built environment.	Objectives to create strong local economies and employment opportunities.	Objectives to reclaim 600ha of Lancashire's derelict, underused and neglected land by 2010.	LDF to reflect the objectives of the LES through Core strategy and policies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Achieve 30% improvement in domestic energy efficiency by 2007.</li> <li>• Achieve 10% increase in energy efficiency in the business sector by 2010.</li> <li>• Traffic growth to be kept below 5%.</li> <li>• Reclaim 600ha of derelict, underused and neglected land by 2010.</li> </ul>								
Local Transport Plan for Lancashire 2006/7-2010/11 (2005)	Objectives to protect Lancashire's wealth of natural assets when considering improvements to the transport infrastructure.	Objective to promote healthy lifestyles by encouraging people to cycle and walk by creating safer routes and maintenance of pavements.	Objectives to improve air quality.	Objectives to ensure people have a safe and easy means of travel throughout Lancashire.	Objectives to improve access to jobs and services and encouraging the use of public transport.	Objectives to protect Lancashire's wealth of built assets when considering improvements to the transport infrastructure.	Objectives to provide and maintain a good strategic transport network to urban centres and rural areas.	Objectives to provide good access to key regeneration areas.	LDF to reflect objectives of LTP and encourage more sustainable modes of travel throughout the Borough.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of indicators and targets relating to topics such as traffic growth, air quality, public transport use, cycling, walking rates, congestion, demand management (parking) and accessibility.</li> </ul>								
Walking Strategy Policy and Procedure 2009	Increased levels of sustainable travel will help protect biodiversity, landscape and the environment.	Walking has a significant impact on health and is regarded as a major activity reducing the risk of coronary heart disease. Rural and recreational walking is encouraged.	Walking is the most sustainable mode of travel and has no detrimental effect upon air quality nor does it cause congestion. More walking journeys will help reduce global warming.	Objectives to ensure that every walking trip is safe, convenient and enjoyable and everyone should be able to reach their destination irrespective of age, gender or ability. Addresses needs of specific mobility groups, especially disabled people.	Objectives to improve accessibility and an integrated transport system – cycling, public transport and other related policy initiatives. Walking provides a more accessible transport network.	Objectives to promote development that focuses on the quality of the places and living environments being created and give priority to the needs of pedestrians and other vulnerable road users.	Walking is important for the local economy as almost a quarter of walking journeys are for shopping purposes. Objectives to locate new developments close to public transport networks and apply planning agreements to ensure developers provide for pedestrians and cyclists, including	No key issues identified, although improvements in accessibility and a safer environment will help towards providing a more attractive location through which to attract inward investment and other improvements.	LDF to recognise the importance of walking as a mode of transport for its health benefits, enjoyment and sustainability.

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							Green Transport Plans.		
Key Targets & Indicators	<ul style="list-style-type: none"> <li>Several targets set to encourage walking, making it a safe mode of travel and pedestrianisation in urban areas.</li> </ul>								
Ambition Lancashire 2005-2025 (Lancashire County Council Community Strategy)	Objectives to protect and enhance the natural environment, species and assets.	Objectives to reduce health inequalities and provide opportunities for Lancashire people to lead healthier lives. Improve access to health services.	Objectives to protect and improve air quality and use resources wisely.	Objectives to improve housing and provide for affordable housing needs. Objectives to ensure that people are not excluded because of their personal circumstances.	Objectives to support an integrated and effective transport system that reduces the need to travel by unsustainable modes by investing in the transport system.	Objectives to promote and conserve the built heritage.	Objectives to broaden Lancashire's agricultural base and support diversification. Improve business performances and encourage development in key locations to secure Lancashire's economic growth.	Objectives to provide an infrastructure to deliver a renaissance of cities, towns and rural areas. Support the Regeneration Priority Areas by supporting their economic base and town and city regeneration.	LDF to reflect objectives of the Strategy through South Ribble's own Community Strategy.
Key Targets & Indicators	<ul style="list-style-type: none"> <li>To ensure that Lancashire achieves financial, social and environmental sustainability by 2025.</li> </ul>								
Waste Management Strategy for Lancashire 2008-2020	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to develop strong partnerships between local authorities, community groups and the private sector.	No key issues identified.	No key issues identified.	Indirectly by providing employment in the minerals and waste industry.	No key issues identified.	The strategy could lead to new applications for new waste treatment and disposal facilities in the Borough including waste transfer stations, material reclamation facilities and centralising composting facilities.
Key Targets & Indicators	<ul style="list-style-type: none"> <li>To reduce and stabilise waste to 0% growth each year.</li> <li>To recycle and compost 56% of all waste by 2015 and 61% by 2020.</li> <li>From 2010 to reuse, recycle or compost 70% of all waste delivered to each HWRC.</li> <li>Recover 81% of all municipal waste by 2015 and 88% by 2020.</li> <li>Achieve an average saving of 16,000 tonnes of CO<sup>2</sup> each year at 2020.</li> <li>Divert 80% of municipal waste away from landfill by 2010 and 88% by 2020.</li> </ul>								
A Landscape Strategy for Lancashire -	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Classifies the different landscapes and	No key issues identified.	No key issues identified.	LDF to take account of the landscape

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Landscape Character Assessment 2000						identifies key characteristics, sensitivities and principles to guide landscape change.			character assessment when developing policies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
A Landscape Strategy for Lancashire - Landscape Strategy 2000	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Highlights key issues and implications of different forms of development and land use change. Also objectives to identify appropriate strategies and actions to manage and guide landscape change in a positive way.	No key issues identified.	No key issues identified.	To take account of the information identified when developing policies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Landscape Sensitivity to Wind Energy Development in Lancashire 2005	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Provides strategic guidance on the development and implementation of wind energy projects and identifies broad areas where development may be appropriate taking into account landscape parameters.	No key issues identified.	No key issues identified.	To identify suitable locations for renewable energy schemes which should be taken into account when development policies relating to renewable energy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Lancashire Economic Strategy	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to improve the economic	No key issues identified.	To develop policies in the LDF that support the

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							competitiveness and performance of the economy by developing its key economic assets and opportunities.		objectives of the strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Lancashire Town Centres Office Study 2008	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to try and identify why office developments over 500 sq m are not being provided in town centres in accordance with PPS6. The majority are being built in out of centre locations, which are less accessible.	No key issues identified.	Objectives to provide a baseline of office stock in Lancashire's town centres in order to better understand the office market and identify why large office developments are not being provided in town centres.	No key issues identified.	The LDF should consider the findings of the study when developing policies for office developments, when allocating sites for future office development and when defining town centre boundaries.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Lancashire County Council Health and Wellbeing Strategy 2008	No key issues identified.	Objectives to improve health and wellbeing in Lancashire.	No key issues identified.	Objectives to reduce inequalities in health outcomes for specific groups and in specific geographical locations across Lancashire.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	To take account of the key priorities of the strategy in the LDF.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire City Sub Regional Strategy 2005	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to understand the economic drivers that will influence the future development of the Core Area.	Objectives to raise the profile of the Core Area within the City Region and explore stakeholder aspirations for the Core Area.	To take account of the strategy when developing LDF policies.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								

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<b>Indicators</b>									
Central Lancashire Transport Strategy	No key issues identified.	Objectives to develop a walking and cycling network and measures to deliver an increase in active travel.	No key issues identified.	No key issues identified.	Objectives to outline proposals for the future development of a public transport network and to identify pressures on the transport network and improve capacity.	No key issues identified.	No key issues identified.	No key issues identified.	Take account of the recommendations of the study in the LDF Infrastructure Plan and Community Infrastructure Levy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Employment Land Review 2008	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to identify employment sites and buildings to be retained for employment uses and those, which could be released to other uses. Also to identify the quantity, location and type of sites needed to meet future employment land requirements.	No key issues identified.	Develop LDF policies that ensure that those sites recommended to be retained are protected from redevelopment to another use.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Community Profile Study 2009	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Objective to identify the role and function of different settlements in Central Lancashire and identify how suitable they are to accommodate further growth and investment.	No key issues identified.	Inform decisions in the LDF on the distribution of further growth and investment in Central Lancashire.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								



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<b>Indicators</b>									
Central Lancashire Phase 1 Strategic Flood Risk Assessment 2007	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Use the information provided on flood risk in the area when allocating sites and determining planning applications.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Office Needs Study 2006	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Use the findings of the study to decide how much land needs to be allocated for office development. The study will also inform policies relating to employment.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Strategic Housing Land Availability Assessment	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Will be used as a key piece of evidence to inform the Core Strategy and Site Allocations Development Plan Document work on housing provision.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Strategic Housing Market Assessment (2009)	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Will be used as a key piece of evidence to inform the Core Strategy and Site Allocations Development Plan Document work

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									on housing provision.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								
Central Lancashire Retail and Leisure Review 2010	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	Will be used as a key piece of evidence to inform the Core Strategy and Site Allocations Development Plan Document work on retail and leisure provision.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>No targets or indicators.</li> </ul>								

## South Ribble Plans and Strategies

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	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
South Ribble Local Plan (2002) To be superseded by the LDF	Objectives to protect and enhance sites of nature conservation, wildlife and landscape value.	Objectives to provide leisure and recreational opportunities through the provision of parks, recreational routes and open spaces.	Objectives to reduce air pollution via encouraging more sustainable modes of travel.	Objectives to provide decent and an affordable mix of housing for all. Objective to provide a sustainable portfolio of open spaces accessible to all.	Objectives to improve accessibility and encourage more sustainable modes of travel through locating development close to existing public transport interchanges and locations well-served by public transport.	Objectives to protect and enhance historic buildings, conservation areas, archaeological and geological sites and historic parks and gardens in the Borough.	Objectives to maintain an adequate supply of employment land. Objective to increase the vitality and viability of town, district and local centres throughout the Borough.	Objectives to encourage brownfield development and safeguard Greenfield sites from development. Objectives to encourage tourism where it will contribute to rural diversification and urban regeneration.	Update according to new national guidance, sub-regional strategy, etc
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>A range of key targets and indicators are referred to relating to all of the Local Plan objectives.</li> </ul>								
South Ribble Corporate Plan (2009-2011)	No key issues identified, although could be encompassed in the 'clean, green and safe' environment.	Objectives to create healthy communities and work with other agencies such as the PCT to improve health and wellbeing of people and address health inequalities.	No key issues identified, although improving air quality could be encompassed in the 'clean, green and safe' environment.	Objectives to achieve stronger, more active sustainable communities. Also to improve the standard and availability of housing in the Borough to meet Local needs.	Objective to identify and address local transport issues, and implement actions to maximise sustainable transport and reduce congestion.	No key issue identified, although could be encompassed in Clean, Green and Safe Environment.	Objective to work with partners to develop and deliver a vision for Central Lancashire, ensuring that growth is managed in a way that benefits local communities and maintains the Borough's identity.	Objective to drive forward the Leyland Town Centre Masterplan.	Ensure the Core Strategy reflects the Council's corporate priorities.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>To increase public satisfaction with cleanliness of the Borough to 63% in 2009/10 and 66% in 2010/2011</li> <li>Continuous public satisfaction with the maintenance of public open space, improving to 74% in 2009/2010 and 75% in 2010/2011</li> <li>Increase the percentage of household waste recycled and composted to 46% in 2009/2010 and 46.25% in 2010/2011.</li> <li>To achieve a shift in mode of transport of all journeys away from car usage by 10% in 2011</li> <li>To deliver 30 affordable dwellings per year in 2009/2010 and 2010/2011</li> <li>Increase the footfall on Hough Lane by 2% per annum</li> </ul>								

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South Ribble Sustainable Community Strategy 2009-2020	Priority to protect the Borough's natural environment and its inhabitants	Priorities to take health inequalities. Also to promote healthy lifestyle choices and tackle other issues that affect health.	No key priority but could be encompassed in the Environment, Climate Change and Sustainability Theme.	Priority to create a sense of pride in communities and to reduce inequalities in communities.	Priority to encourage and support the development of green transport initiatives	No key priority	Priority to support regeneration and economic growth	No key priority	Ensure the Core Strategy reflects the objectives of the Council's Community Strategy.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Local people get on well together and feel part of their communities. Inequality is not tolerated and local people work together to eradicate it</li> <li>South Ribble should be recognised as a great place to live, visit, work and play</li> <li>South Ribble should be at the heart of a thriving, prosperous and diverse Central Lancashire</li> <li>People in the Borough are healthier, feel better and are empowered to take responsibility for their own health. Health inequalities are reduced</li> <li>People feel safe in the Borough. Crime and disorder is at very low levels, and communities work in partnership to free communities of crime and disorder</li> <li>South Ribble is a beautiful, clean, green sustainable place that has well designed and well maintained buildings, streets and open spaces</li> </ul>								
South Ribble Housing Strategy (2005)	No key issues identified.	Objective to develop the role housing has on improving the health and well-being of our community.	Not specifically mentioned, although links with sustainable location for housing development will seek to reduce the need to travel and therefore, help to reduce road congestion and improve air quality.	Objective to meet the housing needs of all and provide affordable housing and reduce homelessness in the Borough.	No key issues identified	No key issues identified	Objectives to create vibrant town and district centres, quality jobs and decent incomes for all.	Objective to improve the housing stock and support regeneration.	Core Strategy to support the principles of the Housing Strategy, particularly with regards to affordable housing provision and providing decent homes for everyone.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Several targets: improving quality and choice in housing, better services to people, improve knowledge of housing needs of the Borough, improve services for the elderly, better services for young people, a decent home for all, a safer place to live, etc.</li> </ul>								

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South Ribble Tourism Strategy (2003)	Recognises the value of the countryside particularly in the NE of the Borough.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to further develop walks and cycle routes in the borough and with adjoining areas. The Borough is accessible by road and rail links.	Objective to promote, protect and increase visitor attractions within the Borough.	Objective to maximise the development of tourism in rural areas to gain the maximum benefits for the communities of these areas. Objective To maximise the potential of the region's urban areas to continue growth in the important short break market.	No key issues identified.	Core Strategy to support the principle and growth of sustainable tourism.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>There are several proposed actions to encourage and promote tourism in the Borough (e.g. new walks/cycle routes, improving/marketing image, etc), although no specific dates set when these are to be achieved.</li> </ul>								
South Ribble Contaminated Land Strategy (2003)	Objectives to ensure that any areas of nature conservation importance are protected from the likelihood of contamination, together with agricultural land, crops and groundwater resources.	Objective to ensure no harm comes to residents of the Borough with regards to contaminated sites and waters.	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to ensure that protected buildings and ancient monuments are not adversely affected by contamination. Remediation measures are in place.	Objective to ensure that no harm comes to agricultural holdings or crops from the likelihood of contamination.	Objectives to ensure that derelict or under-use sites are free from contamination prior to development.	LDS to be aware of land which is contaminated and its implications for the environment.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Record and investigate all sites which are contaminated.</li> </ul>								

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South Ribble Economic Regeneration Strategy (2008-2018)	Objective to develop environmental regeneration projects.	No key issues identified.	No key issues identified.	Objectives to create local measures to get businesses involved with communities. Develop new partnerships to improve skills of local people. Assistance for young and old people.	Objective to improve transport and infrastructure for businesses, especially sustainable transport, and to help people access these businesses.	Objectives to develop visitor economy and tourism. Also increase public art and culture.	Objectives to support the economy of the Borough, maintaining low levels of unemployment and ensure quality jobs and training. Providing employment for local people.	Objective to continue the regeneration of Leyland.	Core Strategy Objectives to create employment opportunities and investment in South Ribble and seek to regenerate the more deprived areas.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Improve weekly earnings</li> <li>• Reduce unemployment</li> <li>• Reduce people of working age people on out of work benefits in the worst performing neighbourhoods</li> <li>• Increase in new businesses, and increase in the survival rate of businesses</li> <li>• More qualified people of working age</li> <li>• Deliver the Leyland masterplan</li> <li>• Increase areas of amenity</li> <li>• Increase visitor expenditure</li> </ul>								
Empty Properties Strategy (2005)	No key issues identified, although general objectives to protect the environment.	Objectives to reduce empty properties because they can cause a health hazard and nuisance through tipping, vermin, arson, vandalism, etc	No key issues identified.	Objectives to provide good quality affordable and social housing.	No key issues identified.	Objectives to improve the existing built environment.	Empty properties can be detrimental to the economy because they make the area unattractive to investors.	Objectives to minimise the need to use new sites unnecessarily, i.e. support the use of previously developed sites and re-use buildings and conversions. Encourage sustainable regeneration of empty properties.	Continue to promote sustainable development through the re-use of buildings and building on previously developed land.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Over 3 year period triple the no. of empty properties taken on by New Progress Housing from 5-15</li> <li>• 15 further properties to be brought back into use by other means, i.e. to bring back 30 properties in need of repair.</li> </ul>								

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Health Improvement Strategy (2003)	No key issues identified.	Objective to improve the quality of life within the community and to continue to emphasise health as a total concept of physical and mental well-being for all who live, work and visit the borough. Areas of open space to be incorporated within housing developments.	Objective to reduce congestion and improve air quality by encouraging cycling and walking. The Council monitors air quality and vehicle exhaust emissions.	Objectives to provide services for all, including leisure, recreation, educational and play scheme groups.	Objective to promote sustainable transport and accessibility. Creation of new routes to encourage such modes (i.e. walking and cycling) of sustainable transport.	Objectives to make historic buildings safe and at low risk from fire, flooding, etc	Objective to maintain and create employment opportunities and reduce unemployment levels. Unemployment increases the risk of ill-health and premature death.	No Key issues identified.	LDS to support strategy and the importance of social well-being throughout the community.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Target problem areas in partnership with the NHS such as coronary heart disease, strokes, cancer, mental health, sexual health, inequalities, homelessness, accidents, substance misuse, promoting independence, children's welfare, primary care and diabetes.</li> </ul>								
Parks and Open Spaces Strategy 2002-2012 (2002)	Objectives to protect and enhance biodiversity as parks are an important sanctuary for wildlife and nature.	Objectives to promote recreation and exercise opportunities through providing and improving green spaces.	Parks and open spaces have the ability to moderate the effects of the weather, absorb pollution, reduce noise levels and mitigate flooding.	Parks and open spaces are by and large free and accessible to a large percentage of the population.	Parks and Open spaces provide a green network for people to walk and cycle.	Objectives to ensure that parks and open spaces are protected and enhanced for their cultural and historic importance.	Good quality parks and open spaces contribute towards a positive image of the borough and provide tourist attractions and help boost the economy and encourage employment and investment in the area.	Objectives to promote urban regeneration through providing good quality urban parks.	Update in respect of guidance in PPG17 and the Open Space and Recreation Study prepared by PMP.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>Adopt a standard of provision for all open space typologies</li> <li>Reasonable distribution of facilities across the Borough</li> <li>Improve areas deficit in provision</li> </ul>								

Local Level Plans & Strategies	Sustainability Appraisal Topic								
	Biodiversity	Population & Human Health (healthy lifestyles)	Air Quality	Social Inclusiveness	Accessibility & Transport links	Culture & Heritage	Economic Development & Employment	Regeneration	Core objectives
People Action Plan (2009-2011)	No key issues identified.	Objectives to achieve the right quality of life/work balance.	No key issues identified.	Objectives to include all and make people feel valued and provide training and develop skills and provide new training opportunities for everyone. This will include balancing needs of all groups and ensure fair treatment across the Council.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	No amendments. People Strategy is an internal document aimed at employees.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• Sets out vision to deliver the best for South Ribble through the Council's employees.</li> <li>• Training and development for everyone</li> </ul>								
Homelessness Strategy (2003-2006)	No key issues identified.	No key issues identified.	No key issues identified.	Objectives to provide quality, support, choice and decent homes to prevent homelessness in South Ribble.	No key issues identified.	No key issues identified.	No key issues identified.	No key issues identified.	LDS to support strategy and the importance of providing decent homes for all.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• 100% homelessness applications decided within 33 days 2005/6</li> <li>• 100% interviews carried out within 3 days of approach</li> <li>• stays in interim accommodation not to last more than 12 months</li> </ul>								
Sustainability and Climate Change Strategy (2009-2012)	Seeks to protect and enhance wildlife and natural habitats in the Borough.	No key issues identified	Seeks to improve air quality in the Borough.	No key issues identified	No key issues identified	No key issues identified	No key issues identified	No key issues identified	Objectives to support and develop the report to reflect the importance of biodiversity in the Borough.
<b>Key Targets &amp; Indicators</b>	<ul style="list-style-type: none"> <li>• To reduce CO2 from local authority operations. 2008/2009 will be the baseline year</li> <li>• Reduce per capita emissions in the district and contribute to county wide reductions of 9.75% in 09/10 and 12.5% in 10/11</li> <li>• Implement the development of flood plans for the 5 areas in the Borough most susceptible to flooding</li> <li>• 30% reduction in CO2 from domestic emissions by 2011 from 1996 levels</li> <li>• Identification of areas of suitable for management to encourage development of specific habitats by March 2010</li> </ul>								



## **APPENDIX 2 – SOUTH RIBBLE BASELINE INFORMATION**

### **General**

The Borough of South Ribble is at the heart of central Lancashire and south of the River Ribble. South Ribble covers an area of 43 square miles and has a population of approximately 107,200 (mid 2008 estimate). Population is likely to continue to increase and is forecast to be 119,000 in 2024.

South Ribble is situated within the central lowland of Lancashire and is the geographical centre of the former Central Lancashire New Town. Whilst the central core of the Borough is urban, over two thirds of the Borough is rural in character. 80% of the population live within the main centres for employment and shopping. The main urban communities are Leyland, Bamber Bridge, Penwortham, Lostock Hall and Walton-Le-Dale. There are also smaller settlements away from the main urban areas, such as Longton, Much Hoole, Walmer Bridge, Hutton, Higher Walton and Gregson Lane, Coupe Green and New Longton and the much smaller villages of Samesbury and Cuerdale and Little Hoole.

Agricultural land in the rural western parts of the Borough is extremely fertile and there are many market gardens and nurseries engaged in intensive horticulture. The principle settlements here are Longton and Hutton. The eastern parts are more undulating with an attractive and varied landscape of high quality and are more sparsely populated. Most of the rural area is designated as Green Belt.

South Ribble is located astride the north-south M6 motorway and the main London-Glasgow railway. The M65, which provides access to East Lancashire and beyond, starts in the Borough. Connections are available to the M55, M61 giving access to the Fylde coast, Manchester and Yorkshire.

### **Social Baseline Data**

#### **Housing**

The average house prices in the Borough have increased considerably since the start of 2003, from £99,116, to £157,773 at the end of 2009. The average price did decrease during the second half of 2008, and the beginning of 2009, but they have since started to increase again. The average price of a house in South Ribble is above that of the Lancashire average, but below the national average.

83.9% of dwellings in the Borough are owner occupied, which is above the Lancashire average of 75.1%, the North West average of 69.3%, and the national average of 68.9%.

In 2006, 3.6% of the dwelling stock in the Borough was considered to be unfit. This is below the Lancashire average of 4.2% and the North West average of 5.2%. The figure has decreased slightly from 3.7% in both 2004 and 2005.

## **Health and Wellbeing**

The 2007 Indices of Deprivation show that South Ribble is one of the least deprived in Lancashire, with only Ribble Valley and Fylde being less deprived. Nationally, the Borough is ranked 233 out of 354 districts. There are small pockets of deprivation, with 3 lower layer SOAs, one in Golden Hill and 2 in Lowerhouse, being within the worst 20% nationally.

The 2001 Census indicates that 9.2% of the population of the Borough considers their health as not good. This is below both the Lancashire and Northwest average. The Census also indicated that 18.1% of the residents of the Borough suffered with a limiting long term illness, again below the Lancashire and North West average.

Life expectancy in the Borough has increased since 2001. Current estimates suggest that life expectancy for males is 77.87 years, and women 81.72 years. These are both above the estimates for the North West.

## **Travel**

The percentage of residents who travel to work either on foot is lower than both the Lancashire and North West average. The 2001 Census showed that 11.1% of the Borough's residents traveled to work in this way, whilst the figure was 13.9% for Lancashire and 12.6% for the North West.

The percentage of residents who traveled to work using public transport has decreased since the 1991 Census, which showed 8.5% of people traveled to work on public transport. The 2001 Census indicated that the number had decreased to 6.8%. Again, this is below the Lancashire average of 7.4%.

The 2001 Census also showed that 17.9% of households in the Borough do not have a car. This is below the Lancashire average of 27.2% and the North West figure of 30.2%.

## **Environmental Baseline Data**

### **Biodiversity and the Natural Environment**

The natural and built environment is an important part of the area's heritage and the Council recognises the importance of safeguarding, conserving and improving the quality of the environment for its social, educational and economic benefits. The environment of South Ribble is characterised by a wide variety of features, including landscape, trees and woodlands, parks and gardens, wildlife habitats and water features in both the urban and rural areas of the Borough. Much of South Ribble's landscape has been shaped by intensive agriculture to the west and contrasting undulating river valleys to the east.

The Borough contains significant areas of high quality agricultural land (Grades 1, 2 and 3) that requires continued protection through policies in the Local Development Framework.

The landscape of South Ribble away from the urban areas has been shaped by agriculture. The low-lying landscape of the west contrasts with the gently undulating river valley landscape of the east. The semi-natural landscapes that remain are a result of positive measures to conserve them or their unsuitability to modern agricultural techniques. They include the ancient woodlands along the river valleys in the east of the Borough and the Ribble Estuary in the west.

The Lancashire Biodiversity Action Plan was published in April 2001. It contains detailed action plans for a first tranche of habitats and species. The information on habitats in South Ribble Borough is taken from this document.

The documents indicate there are 7 types of habitat in the Borough with Habitat Action Plans. These are:

- Arable Farmland;
- Broadleaved and Mixed Woodland;
- Calcareous Grassland;
- Mossland;
- Rivers and Streams;
- Salt Marsh and Estuarine Rivers; and
- Species Rich Grassland.

South Ribble's natural environment is an important part of the area's heritage. The Council recognises the importance of safeguarding and improving the quality of the environment, both as a desirable objective in its own right and for its social, educational and economic benefits.

The Borough has three Sites of Special Scientific Interest (SSSI), the Ribble Estuary SSSI, the River Darwen SSSI and Beeston Brook Pasture. The combined land coverage of SSSIs is 448.08 hectares. This represents approximately 4% of the Borough's area.

The Ribble Estuary includes the Longton and Hutton Salt Marshes, the most abundant semi-natural habitat in the Borough. The SSSI is of international importance for birdlife and is of regional importance for plant life. It is a wetland of international importance under the Ramsar Convention and Special Protection Area (SPA) under the terms of the EC Directive on the Conservation of Wild Birds.

The bed and banks of the stretch of the River Darwen designated as a SSSI provide one of the finest sections of rocks of Middle Namurian age originally laid down about 320 million years ago. It is an important area for geological study.

Beeston Brook Pasture consists of unimproved, herb-rich pasture with flushes on a north-east facing slope and is one of the few remaining unimproved herb-rich pastures present in this part of Lancashire. Much of this type of habitat in Lancashire has become increasingly destroyed by intensive agricultural practices.

The Borough has two statutory Local Nature Reserve sites (LNRs) at Preston Junction and Longton Brickcroft, which have a combined total area of 30.71 hectares.

Dog Kennel Wood is managed by the Woodland Trust and Cop Lane Sidings by the Lancashire Wildlife Trust for Nature Conservation and Priory Meadows is managed by the Penwortham Nature Conservation Group.

There are approximately 66 Biological Heritage Sites in the Borough, over half of which are woodlands and the majority of these being ancient woodlands. The list also includes nature reserves and coastal habitats. The Borough also contains three County Geological Heritage Sites at Longton Brickcroft, Roach Bridge and Hannel End, Walton-Le-Dale.

There are two historic parks which are within the Borough, the majority of Worden Park, a Grade II Historic Park and Gardens and a small part of Woodfold Park in Samlesbury, also a Grade II Historic Park and Gardens.

Worden Park has been a Green Flag park since 1998 and comprises a total land area of 63 hectares and is situated on the southern edge of Leyland. It provides a combination of historic natural landscape and varied wildlife, together with an impressive and attractive range of facilities.

There are 4 sites in South Ribble scheduled under the Ancient Monuments and Archaeological Areas Act, 1979: Castle Motte, Penwortham, Penwortham Old Bridge, Roman Settlement and Industrial Area at Walton-Le-Dale; and Manor House Farm, Much Hoole.

There are 147 Listed Buildings in South Ribble (the actual number of listed properties is higher as terraces count as one building) because of their special architectural or historic interest. South Ribble has two Grade I buildings of national interest, Samlesbury Hall and the Church of Leonard-the-Less, and nine Grade II\* buildings, the remainder being Grade II.

The distinctive character and interest of townscapes, villages, historic gardens and parklands can be recognised and protected through the designation of conservation areas. There are six Conservation Areas in South Ribble at present, at Leyland Cross, Walton Green, Church Brow, Walton-Le-Dale, Penwortham, St. Mary's, Penwortham and Church Road, Bamber Bridge.

### **Climate Change, Energy and Resource Use**

Government policy aims to ensure that rivers, lakes and coastal waters are well-managed in the interests of public health and the environment. The coast is an important national resource and concerns about rising sea levels and the need for development to be sustainable are increasing the attention being paid to water resources. The coastal zone includes all land below the 8 meter contour line outside the urban areas and is co-extensive with the tidal stretch of the River Ribble. The character of the coast is estuary marshes to the west and flat, low lying agricultural land, to the north-west. In South Ribble, the coastal zone is conserved for its international nature conservation importance, agricultural, amenity and recreation value of the Green Belt. The coastal zone is an important recreation feature and includes the Ribble Way middle distance footpath, which forms part of the Lancashire Coastal Way.

The Council has been involved in the preparation of the 'Ribble Estuary Strategy', which aims to integrate the many uses of the estuary with one another and harmonise those uses with the natural landscape. The Council recognises the importance of the Coastal Zone and seeks to protect the landscape, ecology and amenity from harmful and intrusive development.

Groundwater resources are a vital component of the potable water supplies but, if polluted, the damage is irrevocable in most cases. The Borough is divided into three units with major, minor and non-aquifers. Whilst there are no public water supply sources in the Borough, licensed private sources are present. It is likely that the issue of development and flood risk will become increasingly important given expected rises in sea level, possible increases in storm severity and changes in weather patterns arising from predicted global climatic changes. Such changes could result in an increased incidence of inland flooding.

The Council guides development away from areas at risk of flooding and restricts development that would increase the risk of flooding elsewhere or would interfere with the ability of the Environment Agency or other bodies to carry out flood control works and maintenance.

In order to prevent flooding it is essential that the Council ensures that the integrity and continuity of tidal and fluvial defences is maintained. In order to prevent flood risk to people and assets, the Council will resist development which may increase these risks and their undisturbed soil and drainage patterns. It is essential that Ancient Woodlands remain protected from the adverse effects of development as they are an irreplaceable asset.

Good air quality is essential to human health and the health of the environment as a whole. It is a statutory requirement for Local Authorities under the Environment Act (1995) and subsequent Air Quality Regulations to continually review and assess the air quality in their areas. There are four road locations identified in South Ribble, which slightly exceeded the annual mean nitrogen dioxide objective. This has been identified through standing traffic at traffic lights. As a result of this, Air Quality Management Areas have been designated at these sites, with the aim to introduce measures to improve the air quality, such as walking to school and car sharing initiatives.

The 4 AQMA's are located at:

- Junction of Priory Lane and A59 Liverpool Road, Penwortham;
- Victoria Road (A675/A6) Walton Le Dale;
- Junction of Leyland Road and Brownedge Road, Lostock Hall; and
- Station Road, Bamber Bridge

## **Economic Baseline Data**

### **Economic Growth and Employment**

The percentage of working age residents claiming unemployment related benefits is significantly lower than the Lancashire average. In February 2010, 2.8% of the working age population in the Borough were claiming unemployment related benefits, whilst the figure was 3.9% for Lancashire. The percentage of residents claiming unemployment related benefits has decreased since February 2009, where the figure was 2.9% in South Ribble.

In 2009, the median average earnings in the Borough were £19,578 annually. This has decreased from £22,192 annually in 2008. The 2009 figure is above that of Lancashire, which is £19,344, but below the North West and National figure.

In 2009 in the Borough, there were 3,680 businesses registered for VAT. This represents a small decrease from 2008, when there were 3,720 businesses registered for for VAT. In previous years, the number of businesses registered for VAT has steadily increased. During the last 2 financial year, there has been no land taken up for employment purposes. There has been a relatively high takeup of employment land in the years previous to this.

In 2009, the highest proportion of registered businesses in the Borough fell within the following 4 sectors:

- Construction Sector (15.9%);
- Professional, Scientific and Technical Sector (12.9%);
- Retail Sector (9.8%); and
- Business Administration and Support Services Sector (8.3%)

At the time of the 2001 Census, only 44.6% of residents of the Borough worked within the Borough. 28.2% of residents commute to Preston, with a further 6.9% commuting to Chorley.

### **Skills and Economic Inclusion**

There are 40 primary schools within South Ribble, and 11 high schools. Not all of the pupils at these schools are necessarily resident in the Borough, and, similarly, pupils who reside in the Borough may travel to schools outside of the Borough.

In 2001, 27.2% of the Borough's residents aged 16-74 had no qualifications. This is below the Lancashire and North West average of 30.1% and 31.9% respectively. At the same time, 17.5% of residents of the Borough aged 16-74 had qualifications at Level 4 or 5. This is slightly below the Lancashire average of 17.6% and above the North West average of 17.2%.

## **Retail, Tourism and Leisure**

Leyland is the main shopping centre in the Borough, offering a range of goods and services. It is also a focal point for journeys by public transport. The local plan includes a goal to maintain and enhance the viability and vitality of this and the Borough's district centres.

The adopted local plan also identifies 10 district centres, which vary significantly in size and composition, but all play an essential local role. The district centres are Bamber Bridge, Tardy Gate, Penwortham, Longton, Kingsfold, Seven Stars, Farington, Earnshaw Bridge, Higher Walton, and Walton le Dale.

There are also a number of freestanding retail developments such as the Capitol Centre at Walton-le-Dale, B&Q warehouse, Cuerden, Sainsbury's at Bamber Bridge and Booths at Millbrook Way, Penwortham.

Retailing in the Borough is challenged by its close proximity to Preston, which is a much larger centre offering a wide range of goods and services, particularly comparison goods, to a wide catchment area.

Vacancy rates at the time of the April 2010 survey in Leyland was 6.5%. This has increased from 5.23% in September 2009. Vacancy rates have also increased in all but one of the district centres, where the surveys are done annually every September.

## South Ribble Baseline Data

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
<b>To improve access to good quality and resource efficient housing including affordable housing</b>	% of Unfit Dwellings	3.6% of the dwelling stock was unfit in 2006	4.2% of dwellings in England and 5.2% of dwellings in the North West were unfit in 2006	3.7% of the dwelling stock was unfit in both 2004 and 2005	No issue identified
	% of Vacant Dwellings	In 2009, 2.7% of the dwelling stock was vacant.	In Lancashire, 4.3% of dwellings were vacant in 2009, and 4.2% of the dwelling stock was vacant in the North West	In 2006, 0.9% of the dwelling stock was vacant. This increased to 2.5% in 2007 and 2.6% in 2008.	The % of vacant dwellings in the Borough is well below both the county wide and regional levels.
	Energy Efficiency of Homes	No data available at present.	No comparative data available	No trend data available	No issue identified
	Affordability	The average price of a dwelling in the Borough during July – September (Quarter 3) 2009 was £160,489	The average price of a dwelling in Lancashire during July – September 2009 was £153,350. The average price for England during the same quarter was £226,648	The 2009 quarter 2 average was £151,163, and quarter 1 was £142,314. The 2008 prices were: Quarter 1 - £158,712, Quarter 2 - £166,634, Quarter 3 - £153,383 and Quarter 4 - £154,517	Average house prices in the Borough dropped significantly at the end of 2008 and beginning of 2009, although they now are increasing again.
	Affordable Housing completions	From 1 <sup>st</sup> April 2009 – 31 <sup>st</sup> March 2010, there were no affordable housing completions in the Borough.	The Current South Ribble Local Plan has a minimum target of 750 affordable dwellings throughout the life of the plan.	From April 2008 – March 2009, there were 10 affordable housing completions, 2007-2008 there were 8, 2006-2007 – 27, 2005-2006 – 36, 2004-2005 – 53, 2003 – 2004 – 21.	The Local Plan target for affordable housing completions has been exceeded.
	Housing Completions	In 2009/2010, there were 171 housing completions in the Borough.	The RSS target is 417 completions per annum.	Annual completion rates are as follows: 2003/2004 – 538 dwellings 2004/2005 – 657 dwellings 2005/2006 – 520 dwellings 2006/2007 – 284 dwellings 2007/2008 – 320 dwellings 2008/2009 – 312 dwellings	Housing completions are currently well below the target set in the RSS.
<b>To improve health and wellbeing and/or improve access to health care, sport and recreation, culture, community and education facilities and services particularly in deprived areas</b>	Number of lower layer Super Output Areas in the 20% most deprived nationally	The 2007 Indices of Deprivation showed that 3 of the 69 lower layer SOA's in the Borough fall within the 20% most deprived nationally. This amounts to 4.3% of lower layer SOAs in the Borough. None are within the top 10%.	20.7% of Lower Layer SOAs in Lancashire fall within the 20% most deprived nationally. The figure for the North West is 31.8%.	The 2004 Indices of Deprivation showed that 4.3% of lower layer SOAs were within the top 20% nationally. Of this, 1.4% were in the top 10% of most deprived nationally.	The number of SOAs in the top 10% of most deprived has increased from 2004 – 2007. however, the percentage is still relatively low.
	Increase/decrease in Borough population.	In 2008, the estimated mid year population of the Borough was 107,200.	No comparative data or target.	The population at Census day, 2001 was 103,867.	The population of the Borough is steadily increasing.



SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
	% of population describing their health as not good	In 2001, 9.2% of the population described their health as not good.	10.8% of people in Lancashire described their health as not good in 2001. The figure was 11% for the North West.	No trend data available.	The percentage of residents of the Borough describing their health as not good is lower than both the figure for the County and the North West.
	% of population with a limiting long-term illness	In 2001, 18.1% of South Ribble residents had a limiting long term illness.	In 2001, 20.7% of the population of both Lancashire and the North West had a limiting long term illness	No trend data available.	The percentage of the Borough population with a limiting long term illness is lower than the county wide and north west figure.
	Life expectancy	In 2008, males in the Borough had a life expectancy of 77.84 years, whilst women had a life expectancy of 81.72 years.	In 2008, the average life expectancy for males in the North West was 76.33 years, and for women it was 80.59 years.	In 2001, the average life expectancy for males in the Borough was 76.50 years, and for women 80.60 years.	The average life expectancy of both males and females has increased since 2001, and is also higher than the North West average.
	Number of lower layer Super Output Areas in the 20% most deprived in terms of health and disability nationally	The 2007 Indices of Deprivation showed that 6 of the 69 lower layer SOAs were amongst the 20% most deprived in terms of health and disability nationally. This amounts to 8.7% of the Boroughs lower layer SOAs.	The 2007 Indices of Deprivation showed that 31.1% of Lower Layer SOAs in Lancashire are in the 20% most deprived nationally in terms of health and disability.	The 2004 Indices of Deprivation showed that 13% of the lower layer SOAs in the Borough were in the top 20% of most deprived nationally.	The percentage has decreased between 2004 – 2007.
<b>To reduce crime, disorder and the fear of crime</b>	Fear of crime - % of residents feeling unsafe during the day	No data available	No comparative data available	No trend data available	No issue identified
	Fear of crime - % of residents feeling unsafe at night	No data available	No comparative data available	No trend data available	No issue identified
	Number of lower layer Super Output Areas in 20% most deprived in terms of crime and disorder nationally	In the 2007 Indices of Deprivation, 5 lower layer SOAs, or 5.8%, were in the top 20% of most deprived ward in terms of crime and disorder nationally.	The 2007 Indices of Deprivation showed that 13.6% of Lancashire's Lower Layer SOAs were in the top 20% of most deprived nationally.	The 2004 Indices of Deprivation showed that there were no lower layer SOAs in the top 20% most deprived nationally for crime and disorder.	The number of SOAs has increased from none to five. This is something that will need to be addressed through the LDF.
<b>To reduce the need to travel and improve transport accessibility in sustainable ways</b>	Settlements not within 1km of 5 basic services (post offices, doctor's practices, primary schools, food shops and bus stops)	No data available	No comparative data available	No trend data available	No issue identified
	% of residents aged 16-74 who travel to work by foot or bicycle	In 2001, 11.1% of residents travelled to work either on foot or by bicycle.	In 2001, 13.9% of people In Lancashire travelled to work either on foot or by bicycle. The percentage was 12.6% for the North West.	No trend data available.	The figure is below the County and North West average.

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
	% of residents aged 16-74 who travel to work by public transport	In 2001, 6.8% of people travelled to work on public transport.	In Lancashire, 7.4% of people travelled to work on public transport in 2001.	In 1991, 8.5% of people in the Borough travelled to work by public transport.	The number of people travelling to work on public transport has decreased since 2001. the figure is also below the County average.
	% of housing provided within 400 metres of a bus route or railway station	No data available	No comparative data available	No trend data available	No issue identified
	% households without a car	In 2001, 17.9% of households in the Borough did not have a car.	In 2001, 27.2% of households in Lancashire did not have a car. The figure was 30.2% for the North West.	No trend data available.	No issue identified
<b>To protect, enhance and manage biological and geological assets</b>	Number of Sites of Special Scientific Interest (SSSIs)	There are 3 Sites Of Special Scientific Interest in the Borough – Beeston Brook Pasture, Darwen River Section and The Ribble Estuary.	No comparative data available	No trend data available	No issue identified
	% Area of SSSIs which is in a favourable condition	2 of the Boroughs 3 SSSIs are in a favourable condition. This amounts to 99.61% of the total area of SSSIs in the Borough.	No comparative data available	No trend data available	The % of SSIs not in a favourable condition is low.
	Number of Regionally Important Geological Sites	There are currently 3 Regionally Important Geological Sites in the Borough.	Not relevant to compare other areas	No trend identified	No issue identified
	Habitats in the Borough with Habitat Action Plans included in Lancashire's Biodiversity Action Plan	7 Habitats in the Borough have Habitat Action plans. The Habitats are: Arable Farmland, Broadleaved and Mixed Woodland, Calcareous Grassland, Mossland, Rivers and Streams, Salt Marsh and Estuarine Rivers, and Species Rich Neutral Grassland.	Not relevant to compare other areas	No trend identified	No issue identified
	% of the Borough designated as Green Belt	69.1% of the Borough is designated as Greenbelt.	25.9% of the area of Lancashire is Greenbelt. 18.5% of the North West is designated as Greenbelt.	No trend data available.	No issue identified
	Number of advertised departures approved as a percentage of total permissions in the Green Belt	No data available	No comparative data available	No trend data available	No issue identified
<b>To protect, conserve and enhance landscape character, places of</b>	Number of Listed Buildings (2005)	147 Listed Buildings, although this includes some group listings – i.e. blocks of terraces.			No issue identified

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
<b>architectural, historic, cultural and archaeological value</b>	Number of Parks and Gardens of Special Historic Interest	There are 2 Historic Parks with the Borough, Worden Park and part of Woodfold Park.	Not relevant to compare other areas	No trend identified	No issue identified
	Number and degree of risk of Grade 1 and Grade 2* Listed Buildings on the English Heritage "Buildings at Risk" Register	Currently (2010) there are no buildings on the Buildings At Risk Register.	Not relevant to compare other areas	Worden Old Hall, Central Avenue, Buckshaw Village was previously on the Buildings at Risk Register. Following renovation work as part of the Buckshaw development, it was removed from the register and is now a dwelling.	Favourable situation – no buildings on the register.
	Number of Scheduled Ancient Monuments	There are 4 Scheduled Ancient Monuments – Castle Motte, Penwortham, Penwortham Old Bridge, Roman Settlement and Industrial Area, Walton Le Dale and Manor House Farm, Much Hoole	Not relevant to compare other areas	No trend identified	No issue identified
	Number of Conservation Areas	There are 8 Conservation Areas in the borough.	Not relevant to compare other areas	No trend identified	No issue identified
<b>To tackle climate change and make the most sustainable use of the earth's resources</b>	Carbon Dioxide Emissions	In 2006, there were 892 kilotonnes in the Borough. The biggest sources of Carbon Dioxide are road travel (323 kilotonnes) and industry and commerce (321 kilotonnes).	In 2006, there were 12,201 kilotonnes of carbon dioxide emissions in Lancashire. There were 59,455 kilotonnes of emissions in the North West.	No trend data available.	No issue identified
	Nitrogen Dioxide levels	No data available	No comparative data available	No trend data available	No issue identified
	Sulphur Dioxide levels	No data available	No comparative data available	No trend data available	No issue identified
	Proportion of housing built on previously developed land	Between October 2009 and April 2010, 95% of completions were on previously developed land	The RSS sets a target of 70% of new housing to be developed on previously developed land.	From April 2009 – October 2009, 92% of completions were on previously developed land. Earlier years data is as follows: 85% between October 2008 – March 2009, 82% April 2008 – October 2008, 82% In 2007/2008.	The proportion of housing built on PDL is consistently above RSS targets. It is important to maintain this throughout the LDF period.
	House building densities on sites over 0.4 ha	Between October 2009 and April 2010, 95.5% of dwellings were constructed at a density of over 30 dwellings per hectare.	PPS3 indicates that all new dwellings should be constructed at densities of over 30 dwellings per hectare.	Between April – October 2009, 57.6% of dwellings were constructed at a density of over 30 dwellings a hectare. From October 08 to April 09 the figure was 72.6%	House building at rates below 30 dwellings per hectare suggests an inefficient use of land.
<b>To manage flood risk and the impacts of flooding</b>	Number of Flood Warning Areas	There are currently no flood warning areas in the Borough.	Not relevant to compare other areas	No trend identified	No issue identified

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
<b>To protect and enhance water resources and minimise pollution of water, air and soil</b>	Compliance with river quality targets	No data available	No comparative data available	No trend data available	No issue identified
	Number of Air Quality Management Areas	The Borough has 4 Air Quality Management Areas at the Junction of Priory Lane and Liverpool Road, Penwortham, Victoria Road, Walton Le Dale, Junction of Leyland Road and Browndedge Road, Lostock Hall, and Station Road, Bamber Bridge.	No comparative data.	No trend data.	It is important that air quality in these areas is improved.
<b>To encourage sustainable economic growth and employment</b>	% of working age population claiming unemployment related benefits	In February 2010, 1,823 people, or 2.8% of the working age population, were claiming unemployment related benefits.	In Lancashire, there were 34,331 people, or 3.9% of the working age population, claiming unemployment related benefits during February 2010.	Since February 2009, the number of people claiming unemployment related benefits has decreased by 55 people, or 2.9% of all people claiming unemployment related benefits.	Number of people claiming unemployment related benefits has started to decrease. The figure is below the County average.
	Number of lower layer Super Output Area's in the 20% most employment deprived nationally	The 2007 Indices showed that there were 4 lower layer SOAs within the Borough that fall within the 20% most employment deprived nationally. This amounts to 5.8%.	The 2007 Indices showed that 24.8% of Lancashire's lower layer SOAs were within the top 20% of most deprived nationally in terms of employment.	The 2004 Indices showed that there were 6 lower layer SOAs in the most 20% deprived nationally. This amounts to 8.6%.	The number has decreased since 2004. however, the same SOAs tend to be in the top 20% for most categories.
	Average Earnings	In 2009, the median annual earnings in the Borough were £19,578	In 2009, the median annual earnings in Lancashire were £19,344. The North West figure was £20,000, and Great Britain was £21,418	In 2005, the median annual earnings in the Borough were £19,496. It was £19,595 in 2006, £22,398 in 2007 and £22,192 in 2008.	Median annual pay has decreased since 2008. the figure is slightly above the County average but below both the regional and national average.
	Number of lower layer Super Output Area's (SOAs) in the 20% most income deprived nationally	The 2007 Indices showed there were 3 lower layer SOAs in the Borough that were within the 20% most income deprived nationally. This amounts to 4.3%.	18.3% of Lancashire lower layer SOAs were within the most 20% deprived nationally in terms of income deprivation, according to the 2007 Indices.	The 2004 Indices showed there were 4, or 5.7% of lower layer SOAs in the top 20% of most deprived nationally.	The number has decreased since 2004. however, the same SOAs tend to be in the top 20% for most categories.
	Number of businesses registered for VAT	In 2009, there were 3,680 were registered for VAT.	In Lancashire in 2009, there were 40,100 businesses registered for VAT, therefore 9.2% of all registered businesses in Lancashire were in South Ribble.	In 2005, there were 2,535 businesses registered for VAT, in 2006 there were 2,560, in 2007 there were 2,655 and in 2008 there were 3,720.	The number decreased between 2008 and 2009. This is likely due to the problems in the economy. Before this, the figure was increasing steadily each year.

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
	Registered business stock by sector	In 2009, the highest proportion of registered businesses fall within the construction sector (15.9%), the professional, scientific and technical sector (12.9%), the retail sector (9.8%) and the business administration and support services sector (8.3%)	In 2009, the highest proportion of registered businesses in Lancashire were within the construction sector (13.5%), the professional, scientific and technical sector (11.6%), the retail sector (11.4%) and the production sector (8%).	In 2008, the highest proportion of registered businesses fell within the property and business services sector (28.6%), construction (14.5%), and retail (9.8%) and the production sector (7.5%).	The number of businesses within the property and business services sector has decreased significantly since 2008.
	Business survival rates	Of all active enterprises started in 2007, 96.2% survived for longer than 12 months.	In 2006, 95.3% of all new active enterprises survived for 12 months.	Of all businesses started in 2006, 97.7% survived for 12 months, and 84.9% survived for 2 years. 95.7% of all businesses started in 2005 survived 1 year, 82.8% survived 2 years and 66.7% survived 3 years.	The Borough has a high business survival rate despite current economic conditions
	Take up of additional employment land	There was no employment land taken up in the 2009/2010 financial year	No comparative data	There was no employment land taken up in 08/09, 4.245ha in 2007/2008, 7.695 in 2006/2007, 2005/2006 – 9.97ha, 2004/2005 – 11.243ha and 2003/2004 – 3.7013ha	There has been no employment land taken up in the Borough over the last 2 years. This is likely due to the current economic conditions.
	% of residents working within the Borough	44.6% of the Boroughs residents work in the Borough.	No comparative data available.	No trend data available	The majority of residents in employment work outside of the Borough.
<b>To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to and are able to meet the demands of modern and changing job markets</b>	% of population aged 16-74 with no qualifications	In 2001, 27.2% of South Ribble's residents aged 16-74 had no qualifications.	In 2001, 30.1% of Lancashire residents aged 16-74 had no qualifications. The North West figure was 31.9%.	No trend data available.	The proportion of the Boroughs residents without qualifications is below the county and regional average.
	% of population aged 16-74 with highest level qualifications	In 2001, 17.5% of the Borough's residents aged 16-74 had qualifications at Level 4 or 5.	In 2001, 17.6% of Lancashire residents aged 16-74 were qualified to level 4 or 5. The North West figure was 17.2%	No trend data available.	The proportion of residents qualified to level 4 or 5 is above the North West average but below the County average.
	Number of lower layer Super Output Areas in the 20% most deprived in terms of education, training and skills nationally	The 2007 Indices showed there were 5 Lower Layer SOAs in the top 20% most deprived in terms of education, training and skills nationally. This amounted to 7.2% of the Borough's SOAs.	The 2007 Indices showed that 24.9% of SOAs in Lancashire are in the top 20% most deprived in terms of education, training and skills nationally.	The 2004 Indices showed there were 4 Lower Layer SOAs (or 5.8%) in the top 20% most deprived in terms of education, training and skills nationally.	The number of SOAs in the top 20% has increased since 2004. The SOAs are also those which are in the top 20% for other categories, indicating there are small pockets of deprivation in the Borough.
<b>To sustain and encourage appropriate growth of rural businesses</b>	Number of lower layer Super Output Areas in the 20% most deprived in terms of barriers to housing and services nationally	In the 2007 Indices of Deprivation showed that there was only 1 lower layer SOA in the top 20% of most deprived in terms of barriers and housing and services nationally.	The 2007 Indices showed that 5.5% of Lancashire SOAs were in the top 20% of most deprived nationally deprived in terms of barriers and housing and services nationally.	In the 2004 Indices of Deprivation showed that there was only 1 lower layer SOA in the top 20% of most deprived in terms of barriers and housing and services nationally.	The figure is the same as the 2004 level.

SA Framework Objective	Indicator	Quantified data	Comparators and targets	Trends	Issues/Constraints
	Proportion of rural buildings outside inset settlements approved for non-housing uses compared to all uses permitted	No data at present	No comparative data available	No trend data available	No issue identified
<b>To maintain and improve retail and related services, as well as provide for tourism and leisure</b>	Number of major retail proposals permitted away from Town Centre and edge of Centre Locations (over 1500m2 floor area)	No data available	No comparative data available	No trend data available	No issue identified
	Proportion of vacant ground floor units in Leyland Town Centre.	The April 2010 survey showed that 6.5% of units in Leyland town centre were vacant.	no comparative data or target	In September 2009, 5.23% of units were vacant. 5.76% of units were vacant in April 2009.	There may be a higher figure than normal due to current market conditions.
	Proportion of vacant ground floor units in District, Neighbourhood and Local Centres	The September 2009 survey showed that 5.5% of ground floor units were vacant in Penwortham, 3.2% in Bamber Bridge, 8% in Tardy Gate, 8.8% in Seven Stars, 5.6% in Earnshaw Bridge, 2.4% in Kingsfold, 2.9% in Longton, 4.3% in Walton Le Dale and 9.1% in Farington.	No comparative data	In 2008, 3.4% of ground floor units vacant in Penwortham, 3% in Bamber Bridge, 7.7% in Tardy Gate, 2.9% in Seven Stars, 5.6% in Earnshaw Bridge, 2.6% in Kingsfold, 0% In Longton, 0% in Walton Le Dale	The number of vacant units has increased in all of the district centres since the last survey.

## Summary of Likely Evolution of Key Trends without Implementation of the Plan

SA Framework Objective	Indicator	Trend	Likely Evolution without Implementation of the Plan
<b>To improve access to good quality and resource efficient housing including affordable housing</b>	Housing Completions	Annual completion rates are as follows: 2003/2004 – 538 dwellings 2004/2005 – 657 dwellings 2005/2006 – 520 dwellings 2006/2007 – 284 dwellings 2007/2008 – 320 dwellings 2008/2009 – 312 dwellings	There has been a downward trend in housing completions between 2003 and 2009. Choosing to not implement the plan would result in the lack of identified land to meet housing needs, further reducing housing provision. This may result in people moving out of the area to find a home. Also, it may lead to the development of inappropriate sites for housing. Implementation of plan will ensure sufficient land, in suitable locations is identified to deliver enough housing to meet the needs of the population over the plan period.
<b>To encourage sustainable economic growth and employment</b>	% of residents working within the Borough	No trend data available.	Although no trend data is available to monitor this indicator, it is known that a significant amount of residents work outside the Borough. Choosing to not implement the plan would fail to deal with this issue, and may contribute to increasing numbers of residents travelling outside the Borough to work. This will further decrease contributions to the economy and will lead to increased commuting, traffic congestion and pollution. Implementation of the plan will help to provide employment opportunities in appropriate locations within the Borough to help reduce the number of residents travelling outside the Borough to work.
<b>To maintain and improve retail and related services, as well as provide for tourism and leisure</b>	Proportion of vacant ground floor units in District, Neighbourhood and Local Centres	In 2008, 3.4% of ground floor units vacant in Penwortham, 3% in Bamber Bridge, 7.7% in Tardy Gate, 2.9% in Seven Stars, 5.6% in Earnshaw Bridge, 2.6% in Kingsfold, 0% In Longton, 0% in Walton Le Dale	In recent years the proportion of vacant units in identified shopping centres has increased. Failure to implement the plan may lead to further vacancies in identified shopping centres. This would detract from environmental quality in the centres and would mean that the population would need to travel further to meet their shopping needs, increasing road congestion and pollution. Implementing the plan would ensure that defined shopping centres are appropriately allocated and managed to ensure continued local shopping provision.

## APPENDIX 3 – SUSTAINABILITY ISSUES AND PROBLEMS

### South Ribble – Sustainability Issues

South Ribble Key Issues and Problems	Source
<b>Social Issues</b>	
Pressure for housing development, increasing house prices and affordability as less new housing is delivered through the planning system.	Audit Commission Land Registry Decent Homes Standard ODPM: Dwelling stock by tenure Housing Land Monitoring Housing Strategy 2005 Housing Needs Study 2004 Local Plan Interim Housing Policy 2004
New services and facilities will need to be provided in areas of growth.	Lancashire Profile Tourism Strategy 2003 Census 2001
Car ownership and use is high, contributing to increased congestion and climate change.	Census 2001
Fear of crime.	Crime Survey 2001 Home Office: Crime in England and Wales Crime Audit Audit Commission Community Strategy
<b>Environmental Issues</b>	
Development pressure is threatening the character, biodiversity and historical features in the Borough.	English Heritage Local Plan Lancashire Biodiversity Action Plan Audit Commission National Monument Record Environmental Health figures Grounds Maintenance figures Estates Department figures
Development in the Borough can contribute to and be affected by climate change. The potential for increased flooding is a concern.	Environment Agency
Increasing demand for raw resources, including fuel and water.	Environment Agency Contaminated Land Strategy 2003 Air Quality Review and Assessment 2000
The need to continue to recycle, and investigate sources of renewable energy	Environment Agency Contaminated Land Strategy 2003
<b>Economic Issues</b>	
The need to maintain the high diverse and stable economy.	Lancashire County Council Lancashire Profile Audit Commission Census 2001
The need to enhance the economy in both urban and rural areas.	Lancashire County Council Lancashire Profile Audit Commission Census 2001 Joint Lancashire Structure Plan 2001 – 2016 Accessibility Technical Report 2005
The need to maintain and enhance town, district and village centres.	Local Plan Audit Commission Town and District Centre Monitoring (annual surveys)



## APPENDIX 4 – SA PROFORMA'S OF SITES NOT TAKEN FORWARD

Land off London Way/ Dewhurst Row

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C due to the distance to a post office and the fact that the site is located on the edge of a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	The site scores fairly well against this objective. One of the indicators falls within Band C; there may be issues with access to local healthcare.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. One of the indicators falls within Band C due to the agricultural quality of the land. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this objective. The indicator falls within Band D as the site is located in Flood Zone 2 and 3.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site has good access to education and training. The site falls within Band B for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Church Road, Bamber Bridge

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Ten of the indicators fall within Band A and four indicators fall within Band B. One indicator falls within Band E as the site is located outside a town centre. Development on this site does have access to local services and public transport.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Part Inside/Part Outside	Site scores well in relation to this objective. Three of the indicators fall within Band A and two indicators fall within Band B. There is a Grade II Listed Building on site and the site is part inside and part outside a Conservation Areas.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Listed Building on site	Grade II	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Priding House Hostel

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site scores well against this objective with all but two of the indicators falling in Band A or B.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	The site scores well against this objective with all of the indicators falling in Band A or B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	There are no contamination or air quality issues.
	Within 3km of a congestion spot	No	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Up to 0.8km	This site performs well against this objective with both indicators falling in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	The site scores well against this objective with the indicator falling in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes The risk from the hazardous installation is not considered prohibitive as it is in the outer zone.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Land at Brindle Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does not score well in relation to this objective. Five of the indicators fall within Band C due to the distance to a supermarket, a post office, a primary school and a cycle route. One indicator falls within Band D due to the distance to an A road junction. Three of the indicators fall within Band E due to the infrequency of the rail service, the distance to a convenience store and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this objective. All four indicators fall within Band C. There may be issues with access to healthcare, open space/parks and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	This site scores well against this objective with all but two of the indicators falling within Band A. The fact that the site is not within a settlement is not detrimental to the proposed use, neither is the fact that the site falls within Band C in terms of agricultural classification.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Wigan Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well against this objective due to its proximity to transport links and Bamber Bridge. Only one indicator scores less than Band B.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0.41 – 0.8km	
	Bus service frequency	2 – 5 hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site scores well against this objective, with all indicators scoring above Band C. There is good access to local healthcare, services and recreational facilities.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores reasonably well against this objective. Only 2 indicators score below Band A.
	Area of Separation	Outside	



SA Obj	Indicator	Site Performance	SA Comments
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Edge	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well against this objective, and there are unlikely to be any negative impacts on heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site is Greenfield and therefore not a sustainable use of resources.
EN4	Flood Zone area	Part Zone 2	Site is partially within a flood zone.
EN5	Contaminated land	Low	There are unlikely to be any issues with either ground or air pollution, both indicators score within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site may help sustainable economic growth and employment, both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site is close to training and educational facilities.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Land at Riverside

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site scores well against this objective with all but three of the 15 indicators falling in band A or B.
	Rail service frequency	4 or more/hour/direction	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		2.1 to 5km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – it would not be as sustainable as a brownfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area. However, the Central Lancashire & Blackpool Draft Water Cycle Study states in relation to this site: Surface water runoff should not be routed to sewer system. Agreement with Environment Agency required on attenuating runoff to nearby watercourses. Site specific Flood Risk Assessment should steer development away from high flood risk areas.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There are no air quality issues.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site performs relatively well against this objective, falling in band B for this indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

#### Baxi Offices

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Only 2 indicators are Band C or below, with the majority being in Band A. site has good access to all necessary local services, and to sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	Site scores fairly well in relation to this objective, only one indicator is Band C which may mean hospital access could be an issue, but there is good access to local healthcare and also to recreational and leisure facilities.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	All of the indicators in this objective score in Band A. site is therefore unlikely to have any negative impact on biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	All of the indicators score in Band A for this objective. Site is unlikely to have a negative impact on any heritage asset.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site is brownfield and therefore is a sustainable use of resources.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	High	Site does not score well in relation to this objective. However, ground pollution would be remediated prior to development.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	1.21 to 1.6km	Site scores reasonably well for this objective. Site scores in Band A and Band C, so should help sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site does not score well in relation to this objective – there are issues with access to educational facilities so there may be issues with workforce training.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Charnley Fold House

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Three of the indicators fall in Band C. One of the indicators falls within Band D due to the distance to a cycle route. One of the indicators falls within Band E as the site is located outside Bamber Bridge District Centre.
	Rail service frequency	2-3 trains/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	1.21to 1.6km	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective. Three of the indicators fall within Band C. There may be issues with access to healthcare and open space.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character. The site is located outside Bamber Bridge and therefore falls within Band E.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources – falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores fairly well in relation to this indicator / objective. There may be issues with the proximity of the site to traffic congestion on Station Road in Bamber Bridge, which is an Air Quality Management Area (AQMA).
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	The site scores well in relation to access to Broadband. However, the site does not have good access to employment facilities and falls within Band D.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue, the site falls within Band C for this indicator / objective.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Factory at Brown Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site scores well against this objective with 13 of the 15 indicators falling in Band A or B. Development on this site would satisfy this objective.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.41 to 0.8km	The site performs well against this objective with three of the four indicators falling in Band A or B. Due to the type of use of this site, the distance to an NHS hospital is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site performs well against this objective with all of the indicators falling in Band A. Development on this site would satisfy this objective.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	The site performs well against this objective with the indicators falling within Band A and B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5 km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	



SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site scores well against this objective with 13 of the 15 indicators falling in Band A or B. Development on this site would satisfy this objective.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	The site performs well against this objective with three of the four indicators falling in Band A or B. Due to the potential type of use of this site, the distance to an NHS hospital is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site performs well against this objective with all of the indicators falling in Band A. Development on this site would satisfy this objective.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Within Settlement	
	Agricultural classification	5	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	This site performs badly in respect of this objective due to the risk of contaminated land. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	The site performs well against this objective with the indicators falling within Band A and B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Farington Estate, Stanifield Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective, with only one indicator falling below Band C. Site would improve access and provide opportunities for using sustainable travel methods to access local services.
	Rail service frequency	4 or more	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	1.61 to 3km	Site is located close to local services and open spaces, but access to healthcare provisions may be an issue.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site does score relatively well in relation to this objective, although it is within in an area of separation, which will not help protect local landscape character if it were developed.
	Area of Separation	Within	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	none	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	No	Site is not within a flood zone area.
EN5	Contaminated land	Medium	Site scores reasonably well against this objective, although there may be issues with minimising pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	Site scores well against this objective and will help encourage sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site may help encourage access to educational facilities.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	no	

Builder's Yard Stanifield Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site performs well in relation to this objective. Development here would have good access to a wide range of local services, accessible by sustainable transport methods. All indicators are above Band C, with most being in Band A.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	There is reasonable access to healthcare, and good access to open spaces and facilities. All indicators are above Band C.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Development on site would not impact negatively on biodiversity, or local landscape character. All of the indicators are in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	none	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators are in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources, as it is brownfield.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with pollution of water, air and soil in relation to this site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Development would have good access to employment provision and would help sustainable economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off East Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores fairly well against this objective. Only one indicator scores below Band C. There would be reasonable access to several local services, using sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.41 to 0.8km	Site scores reasonably well against this objective. There may be issues with access to healthcare as one of these indicators falls within Band D. There is good access to recreational facilities and local services, both score in Band A.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Development on site would not impact negatively on biodiversity, or local landscape character. All of the indicators are in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources, as it is brownfield.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	medium	There may be issues with pollution of water, air and soil in relation to this site.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	Development would have good access to employment provision and would help sustainable economic growth
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site scores in Band C for this objective. Educational facilities for training would be accessible, but are not within walking distance.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	No	
	At risk from hazardous installations	No	

Mather Fold Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores relatively well in relation to this objective, with all but 3 of the indicators being in Band C or above. Site would help reduce the need to travel to access most local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	Site scores fairly well in relation to this indicator, and does provide access to sport and recreation facilities and reasonable access to health care provision.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Green Belt/Open Countryside	Site could have an impact on biodiversity and local landscape character, 3 of the indicators are in band C or less.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	No	
	Type of Location	Outside Settlement	
	Agricultural classification	3	



SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well as it is Greenfield, and therefore less sustainable.
EN4	Flood Zone area	No	Site is not within a flood zone
EN5	Contaminated land	Low	Site scores well in relation to this objective, both indicators fall into band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	site scores well in relation to this indicator and would help promote employment and sustainable economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site scores relatively well in relation to this indicator, and would help access to educational facilities.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Darwenside Nursery

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well in relation to this objective, only 2 indicators score below Band C. There would be access to local services using sustainable transport.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores reasonably well against this objective – one indicator is Band A whilst the others are Band C. There may be issues with healthcare access but access to recreational facilities scores well.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site does score relatively well in relation to this indicator, although there are issues with the site being on agricultural land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site is sustainable as it is previously developed. Scores in Band A.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 2 & 3	Site is within a flood zone although this can be mitigated against.
EN5	Contaminated land	Medium	There may be issues with ground pollution. One indicator scores in Band C whilst the other is in Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site scores well in relation to this objective, and development would have access to employment facilities and help encourage sustainable employment and economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed. Site scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Gregson Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	The site does not score well in relation to this objective. Only four of the indicators fall within Band A and two indicators fall within Band B. Five of the indicators fall within Band C due to the distances to the following: a service centre, a motorway junction, a primary school and a cycle route. Four of the indicators fall within Band E due to the distance to a railway station and a supermarket and due to the fact that the site is outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour/direction	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	1.61 to 3km	The site does not score well against this objective. One of the indicators falls within Band C and one falls within Band D. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Green Belt/Open Countryside	The site does not score well in relation to this objective. Four of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. Two indicators fall within Band E as the site is located within the Green Belt and outside a settlement.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to this objective. Both of the indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue. The site falls within Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Kittlingbourne Brow

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	This site scores poorly well against this objective with nine of the 15 indicators falling in band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	None	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	3.2 to 5km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.81 to 1.6km	This site does not have good access to local health services and scores relatively poorly against this objective.
	Distance to NHS general hospital	5.1 to 10km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	There is a medium risk from contaminated land on this land which may require limited ground preparation and remediation.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	This site does not score well against this objective being over 1.6km from an employment site.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	The site does not score well against this indicator being more than 5km to a further/higher education facility.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Higher Walton Mill

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores fairly well in relation to this objective. Five of the indicators fall within Band A and three indicators fall within Band B. Four indicators fall within Band C due to the distance to a railway station, a service centre, a secondary school and a cycle route. Two indicators fall within Band E, due to the distance to a cycle route and as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	1601m+		
S2	Distance to GP surgery	1.61 to 3km	Site does not score well in relation to this objective. One indicator falls within Band A and one of the indicators falls within Band C. Two indicators fall within Band D. There may be issues with access to healthcare and to public open space/parkland.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but one of the indicators falling within Band A. The site falls within Band D in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2/3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Medium	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site does not have good access to employment facilities and falls within Band D. The site has access to broadband and falls within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Land off Rosewood Drive

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does not score well in relation to this objective. Five of the indicators fall within Band A. Four of the indicators fall within Band C due to the distance to a railway station, a service centre, a secondary school and a cycle route. One of the indicators falls within Band D due to the distance to a supermarket. Two of the indicators fall within Band E as the site is located
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	



SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	2-5 per hour	outside a town centre and due to the distance to a cycle route.
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	1601m+	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		1.21 to 1.6km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but one of the indicators falling within Band A. The site falls within Band C in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Low	One indicator falls within Band A and the other indicator falls within Band C. The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. There may be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site does not have good access to employment facilities and falls within Band D. The site has access to broadband and falls within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	?	Is the site deliverable: No
	Access to water	?	
	Access to gas	?	
	Access to electricity	?	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land to rear of 245 – 251 Leyland Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does perform reasonably well against this objective, with only 2 of the indicators scoring less than Band C. Development on this site would have good access to local services using a range of sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Within 400m	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site is not likely to have any negative impact on biodiversity or local landscape character if developed. All of the indicators fall into Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None/5	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Urban Greenspace	Site is not particularly sustainable – the site scores in Band E for this indicator/objective.
EN4	Flood Zone area	Zone 2 & 3	Site is within a flood zone although development could mitigate against this. Not necessarily a barrier to development.
EN5	Contaminated land	Low	Site scores well in relation to this objective, and is not likely to impact negatively on pollution in the area.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	Development on the site will help promote sustainable economic growth and employment – it is close to employment facilities.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Possible - existing property in site entrance	
	At risk from hazardous installations	No	

Land west of Wigan Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well against this objective. Development on this site does have access to local services and public transport. Six of the indicators fall within Band C. One indicator falls within Band E as the site is located outside Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	The site does score fairly well in relation to this objective. One of the indicators falls within Band C due to the distance to a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. One indicator falls within Band E as the site is located outside a settlement. There is a Biological Heritage Site located immediately east of Wigan Road, within the Group One Land at Buckshaw Village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	Up to 0.8km	The site scores well in relation to this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	Limited	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Access difficult but not impossible	
	At risk from hazardous installations	No	

Land off Dorothy Avenue

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Fourteen of the indicators fall within Band A and 1 indicator falls within Band B, due to the distance to an A road.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Within	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	Site scores well against this objective. Three of the indicators fall within Band A. There may be issues with access to the nearest hospital.
	Distance to NHS general hospital	2.1 to 5km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well against this objective. 2 of the indicators score in Band C with the remainder in Bands A or B. There is good access to a range of local services, using sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.41 to 0.8km	Site has good access to healthcare provision and local facilities. All indicators in this objective fall within Band B or better.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators score in Band A. Site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	none	



SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources – scores within Band A for this indicator/objective.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There may be issues with air pollution as site scores in Band C for one indicator. Other indicator falls into Band A.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities, and will help promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	0.81 to 1.6km	Site scores well for this objective, with good access to educational facilities. Scores in Band A for this indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at Avant Garden Centre

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C due to the distance to a post office. One of the indicators falls within Band E as the site is located outside Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does score fairly well in relation to this objective. One of the indicators falls within Band C due to the distance to local healthcare.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. One indicator falls within Band E as the site is located outside a settlement.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	0.81 to 1.6km	The site scores well in relation to this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	Yes	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at 78 Longmeanygate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well in relation to this objective. Four of the indicators fall within Band C. One indicator falls within Band D due to the distance to a supermarket. Two of the indicators fall within Band E as the site is located outside a town centre and its distance to a service centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.81 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective. Two of the indicators fall within Band C. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. One indicator falls within Band C due to the agricultural classification of the land. One of the indicators falls within Band E as the site is located outside the settlement (Leyland).
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
EN2	Agricultural classification	3	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	The site would enable the sustainable use of resources. The site falls within Band A for this indicator / objective.
	Current/former land use	Brownfield	
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Access to education and training is fairly good. The indicator falls within Band B.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Runshaw College

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well in relation to this objective. Four of the indicators fall within Band A and three of the indicators fall within Band B. Development on this site does have access to public transport, in terms of buses. However, eight of the indicators fall within Band C due to the distance to the following: Leyland Railway Station, a service centre, an A road junction, a supermarket, a convenience store, a post office and a primary school.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	The site scores fairly well against this objective, in terms of proximity to public open space/park and to a general hospital. One of the indicators falls within Band C due to the distance to a local centre; and 1 of the indicators falls within Band D, there may be issues with access to local healthcare and a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. One indicator falls within Band C as the woodland that runs through the site is a Biological Heritage Site (BHS). One indicator falls within Band E as the site is located outside Leyland.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Part outside part within	
	Type of Location	Outside Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this indicator / objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	The site falls within Band D due to the distance to employment facilities, so will not help promote sustainable employment and economic growth. One of the indicators falls within Band A as the site has good access to Broadband.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 0.8km	The site scores well in relation to this indicator / objective as it is currently occupied by Runshaw College, a Higher Education Establishment.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land fronting Heald House Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Four of the indicators fall in Band C. One of the indicators falls within Band E as the site is located outside Leyland.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective as 3 of the indicators fall within Band C. There may be issues with access to healthcare and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Six of the 7 indicators fall within Band A; but one indicator falls within Band E as the site is located outside Leyland.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	7 (Urban)	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores fairly well in relation to this objective. One indicator falls within Band A in terms of contaminated land and 1 falls within Band C due to the proximity to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	0.81 to 1.6km	The site has good access to further / higher education and the indicator falls within Band A.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land fronting Langdale Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well in relation to this objective. Development on this site does have access to local services and public transport. Seven of the indicators fall within Band C. One of the indicators falls within Band E as the site is located outside Leyland.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	The site does not score well against this objective, 3 of the indicators are in Band C or above, whilst the other is in Band D. There may be issues with access to local healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores fairly well in relation to this objective. One indicator falls within Band A in terms of contaminated land and 1 falls within Band C due to the proximity to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 0.8km	The site has good access to further / higher education and the indicator falls within Band A.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: No
	Access to water	Limited	
	Access to gas	Yes	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Apsley House Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does not score well in relation to this objective. Three of the indicators fall within Band C due to the distance to a railway station, a post office and a secondary school. One indicator falls within Band D due to the distance to a supermarket. Three of the indicators fall within Band E due the in-frequency of the rail service, the distance to a service centre and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 3.2m	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this objective. One indicator falls within Band B, two indicators fall within Band C and one indicator falls within Band E. There may be issues with access to healthcare and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but two of the indicators falling within Band A. The fact that the site falls within Band D in terms of agricultural classification and it is located outside a settlement is not detrimental.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	2/3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not in a flood zone area.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	3.21 to 5km	Site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes, following the provision of sewer, water, gas and electricity infrastructure
	Access to water	Limited	
	Access to gas	Limited	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Hollins Lane, Leyland

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not perform well in relation to this objective. Site is a considerable distance away from many local services, and would not help reduce the need to travel.
	Rail service frequency	Without	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Over 3km	Site does not perform well in relation to this objective and development is unlikely to promote healthier lifestyles and a better quality of life. 3 of the 4 indicators are in band E.
	Distance to NHS general hospital	5.1 to 10km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	Over 1.6km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Green Belt/Open Countryside	Site could have an impact on biodiversity and local landscape character, 3 of the indicators are in band C or less.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Out of Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site is located away from any heritage assets and as such is unlikely to have any negative impact on heritage in the area. All of the indicators in relation to this objective are in band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well as it is Greenfield, and therefore less sustainable.
EN4	Flood Zone area	Zone 2 & 3	Site does not score well as is in Zone 2 and 3. This could be mitigated against if developed.
EN5	Contaminated land	Low	Site scores well in relation to this objective, both indicators fall into band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	Site may not encourage sustainable economic growth as it is not close to an employment site.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores relatively well in relation to this indicator.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	No	
	At risk from hazardous installations	No	

Seven Stars Mill

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	This site performs relatively well in respect of this objective, particularly in terms of bus service, proximity of local services such as convenience store, post office and schools.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
Distance to cycle route	1601m+		
S2	Distance to GP surgery	0.81 to 1.6km	Site scores poorly against this objective. All but one of the four indicators are band C or below. Development on this site would not satisfy this objective. However, any monies made available under Section 106 of the Town and Country Planning Act 1990 due to development of the site could be made available to improve the current infrastructure deficiencies.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	This site scores well against this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5 & 3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 2	Sites within Floodzones 1 & 2 were not excluded from the Strategic Housing Land Availability Assessment as measures can be taken in a development to mitigate the risk of flooding. The flood risk element and the cost of mitigation would be considered at the viability stage of the assessment.  The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There are no air pollution issues.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	1.21 to 1.6km	This site scores reasonably against this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2 km	The site performs well against this indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Kings Court

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site performs well against this objective with all but one of the indicators falling in Band A.

SA Obj	Indicator	Site Performance	SA Comments
	Rail service frequency	4 or more/hour/direction	Development on this site would satisfy this objective.
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Within	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	Due to the potential use of this site, the distance to health services and open space are not considered prohibitive.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	This site performs well against this objective with all of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	



SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	Please see site appraisal from 2009 Employment Land Review (attached). There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Land off Melton Place

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site performs well in respect of this objective with 13 of the 15 indicators falling within Band A or B. The remaining two indicators are not considered prohibitive in view of the use of the site.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	Due to the potential use of this site, the distance to a hospital and open space/park are not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	The site performs excellently against this objective with all the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	Yes	be issues in relation to increased negative impact on air quality.
EC1	Distance to employment site	1.21 to 1.6km	The site performs relatively well against this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 1.6km	The site performs excellently against this indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Iddons Factory, Quin Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C due to the lack of a cycle route.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Within	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site does not score well against this objective. One of the indicators falls within Band C. There may be issues with access to a general hospital. One of the indicators falls within Band D and there may be issues with access to public open space/park.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Inside Settlement	
EN2	Agricultural classification	None	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Yes	Would be dealt with through a planning application.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	1.21 to 1.6km	The site, although an existing employment premises in Leyland Town Centre, is not located in an existing industrial estate and the indicator falls within Band C. However, the retention of the site for employment premises would help to promote sustainable employment and economic growth. The site has good access to Broadband and the indicator falls within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 1.6km	The site scores well in relation to this indicator / objective.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Earnshaw Bridge Mill

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	This site performs relatively well against this objective with nine of the 15 indicators falling in Band A or B. The indicators relating to education are not considered relevant to this employment site and the remaining indicators falling in lower bands are not considered prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	0.81 to 1.6km	Due to the potential use of this site, the distance to health services and the local centre are not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	The site performs well against this objective with all but one of the indicators falling in Band A. The site does have some agricultural value.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Inside Settlement	
	Agricultural classification	3 & 5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 2	Medium risk of flooding. The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	All of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.6 to 3.2km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score fairly well in relation to this objective. Development on this site does have access to local services. One of the indicators falls within Band C. One of the indicators falls within Band D, due to the distance to a supermarket. Three indicators fall within Band E due to the rail service frequency, the distance to an A road junction and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Over 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well in relation to this objective. One of the indicators falls within Band A, and 3 indicators fall within Band C. There may be issues with access to local healthcare and a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.81 to 1.2km	
EN 1	Designation of Land	Green Belt/Open Countryside	This site scores well in relation to this objective. Six of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character. However, one indicator falls within Band E as the site is located in the Green Belt.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	

SA Obj	Indicator	Site Performance	SA Comments
EN 2	Conservation Area	Outside	Site scores well in relation to this objective. Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN 3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN 4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN 5	Contaminated land	Low	Site scores well in relation to this objective – both indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC 1	Distance to employment site	0.81 to 1.2km	Site has relatively good access to employment facilities and will help promote sustainable employment and economic growth. One indicator falls within Band A and the other indicator falls within Band B.
	Access to Broadband	Yes	
EC 2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: No
	Access to water	Limited	
	Access to gas	No	
	Access to electricity	Limited	
	Existing road access	Possible - existing property in site entrance	
	At risk from hazardous installations	No	

#### Dobsons Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	Site scores poorly against this objective. All but 2 of the 15 indicators are band C or below. Development on this site would not satisfy this objective. Site would not reduce the need to travel and provide easy access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	2.4 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	1201-1600m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		Over 10km	
Distance to public open space/park		Over 1.6km	
Distance to local centre		0.81 to 1.2km	
EN1	Designation of Land	Green Belt/Open Countryside	Site would not protect local landscape character as it is greenbelt and outside settlement area. Site also has agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site
EN4	Flood Zone area	No	Site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective, and is not likely to impact negatively on pollution in the area.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	There may be issues with encouraging economic growth and providing access to employment as the site is located away from employment provision.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Back Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	This site scores poorly against this objective with all but four of the 15 indicators falling in band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	3.2 to 5km	
	On a cycle route	No	
	Distance to cycle route	1201-1600m	
S2	Distance to GP surgery	Over 3km	Site scores poorly against this objective. All but one of the four indicators are band C or below. Development on this site would not satisfy this objective.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Green Belt/Open Countryside	Development of this site would not protect local landscape character as it is greenbelt and outside the settlement area. The site also has agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – it would not be as sustainable as a brownfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	This site scores well against this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	This site scores well against this objective.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	Over 5km	This site scores poorly against this objective, being over 5km from further/higher education.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Back Lane/ Rear of Aspendale Close

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	Site does not perform well in relation to this objective. Site will not reduce the need to travel as it is located away from many essential local services. All but 2 of the indicators fall into band C or less.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	2.4 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	1201-1600m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does not perform well in relation to this objective – all of the indicators fall into Band C or less. Development of site will not promote healthier lifestyles and a better quality of life.
	Distance to NHS general hospital	Over 10km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	Over 1.6km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Green Belt/Open Countryside	Site would not protect local landscape character as it is greenbelt and outside settlement area. Site also has agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site performs well in relation to this objective and is unlikely to have any impact on any heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site. Scores in Band D.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site is not likely to have any negative impact on water resources, and there is no issues with pollution of water, air and soil. Both indicators score in Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	There may be issues with encouraging economic growth and providing access to employment as the site is located away from employment provision.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. Six of the indicators fall within Band C due to the distance to a motorway junction, a post office, a primary school, a secondary school and a cycle route. Two of the indicators fall within Band E due to the distance to a railway station and the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	801-1200m		
S2	Distance to GP surgery	0.41 to 0.8km	Site does score fairly well in relation to this objective. Two of the indicators fall within Band B or above, whilst one indicator falls within Band C and one indicator falls within Band D. There may be issues with access to healthcare and to public open space/parkland.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Urban/Rural Local Service Centre	This site scores well against this objective with all but two of the indicators falling within Band A. The site falls within Band C in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Part Brownfield/Part Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band C because it is partly brownfield/partly Greenfield.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	Site does not have good access to employment facilities and falls within Band D. The site has access to broadband and falls within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Back Lane/ Rear of Arkholme Drive

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does perform well in relation to this objective, with only 2 of the indicators being below Band C. Development on the site would provide access to a range of local services, using sustainable methods of transport.
	Rail service frequency	Without	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	0.41 to 0.8km	Site scores reasonably well against this objective, with good access to 3 of the indicators. There may be issues with access to a hospital.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Green Belt/Open Countryside	Site would not protect local landscape character as it is greenbelt and outside settlement area. Site also has agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site



SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores well in relation to this objective, and is not likely to impact negatively on pollution in the area.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	There may be issues with encouraging economic growth and providing access to employment as the site is located away from employment provision.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	No	

19 – 21 Chapel Lane, Longton

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Development on this site would have reasonable access to local services, using sustainable forms of transport to access it.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	Up to 0.4km	Development would have reasonable access to some healthcare and recreational facilities, but access to a hospital could be an issue.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Urban/Rural Local Service Centre	Site performs well in relation to this objective, and is unlikely to have any impact on biodiversity or local landscape character. Site is already developed.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site is unlikely to have any impact on any heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores relatively well in relation to this objective, although local air quality may be an issue.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	Site scores well in relation to this indicator and development would have access to employment and promote sustainable economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Wateringpool Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well in relation to this objective, with all but 2 of the indicators being in Band C or higher. Site has good access to a range of local services, and to sustainable transport methods. However, its proximity to transport routes and to residential areas mean that it is an ideal site for inclusion in the Central Park, allowing as many people to access such a facility as possible.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	2.41 to 3km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site scores well in relation to this indicator, having good access to healthcare, local recreational facilities and local services.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores fairly well in relation to this indicator, however, it is within an area of separation which are key to stop the joining up of settlements, and it does have some agricultural land value.
	Area of Separation	Within	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage asset. All of the indicators for this objective score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with both ground and air pollution which would need to be addressed prior to development. Both indicators score in Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	Site is well located in terms of access to employment, scoring in Band A and Band B for this objective. Will help promote sustainable employment and economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes – only a small portion of the site is affected by the hazardous installation – site is still deliverable.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Land East of Watkin Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Two indicators fall within Band C. One indicator falls within Band E as the site is located immediately outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
Distance to cycle route	401-800m		
S2	Distance to GP surgery	0.41 to 0.8km	Site scores well against this objective. Three of the indicators fall within Band B or above. One indicator falls within Band C - there may be issues with access to the nearest hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site scores well in relation to this objective. Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	Site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site does not score well in relation to this objective. The indicator falls within Band D.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	No	
	At risk from hazardous installations	No	

#### Lime Kiln Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C, two indicators fall within Band D and 1 indicator falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does score fairly well in relation to this objective. Two of the indicators fall within Band B, whilst the other 2 are in Band C. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but two of the indicators falling within Band A. The fact that the site is partly within and partly outside an area of separation is not detrimental to the proposed use, neither is the fact that the site falls within Band C in terms of agricultural classification.
	Area of Separation	Part Within	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. One indicator falls within Band A and the other falls within Band B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at Watkin Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well in relation to this objective, given its location close to Lostock Hall centre. The site is well located in terms of a large residential area and as such would form an easily accessible area of open space.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Within 400m	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site does score reasonably well against this objective. Development on this site would have access to both healthcare and recreational facilities. All of the indicators score in Band B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site is not likely to have any negative impact on biodiversity or local landscape character if developed. All of the indicators fall into Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site is brownfield and therefore a sustainable use of resources. Scores in Band A for this objective.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	High	There are issues with both ground pollution and air pollution here. Significant remediation would be needed for development as site scores in Band E for this indicator.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Development on the site will help promote sustainable economic growth and employment – it is close to employment facilities. Both indicators are within Band A.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	3.21 to 5km	Site scores in Band C for this objective – educational and training facilities are still accessible and will help create a skilled workforce.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	No	
	At risk from hazardous installations	No	

St Catherines Hospice

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Three of the indicators fall within Band C and 1 indicator falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective, 2 of the indicators fall within Band C. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this indicator / objective, as it falls within Band D because it lies in Flood Zones 2 and 3.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue. The site falls within Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

Land off Claytongate Drive (under construction)

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score reasonably well in relation to this objective – only 2 of the indicators are below Band C. Development on this site would have sufficient access to a range of local services that would be accessible using sustainable transport.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
Distance to cycle route	401-800m		
S2	Distance to GP surgery	0.41 to 0.8km	Development on this site would have good access to both healthcare and recreational facilities. All of the indicators are in Band C or higher.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area	Development on site would not impact negatively on biodiversity, or local landscape character. All of the indicators are in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators are in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site
EN4	Flood Zone area	Part Zone 2	Only very small part of site is Flood Zone 2. Development could easily mitigate against this with flood prevention measures.
EN5	Contaminated land	Medium	There may be issues with pollution – both indicators fall within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site may not help sustainable economic growth and employment as it is located away from employment opportunities.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site is a considerable distance from such educational facilities and access may be an issue.
Deliverability Indicators	Access to sewer system	Yes	Yes - only part of site at risk of Hazardous Installations (outer zone) – can be resolved through layout of proposed scheme.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Coote Lane/ Church Lane/ Lodge Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does not score well in relation to this objective. Development on this site does have access to local services. Four of the indicators fall within Band C due
	Rail service frequency	Without Station	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	to the distance to a railway station, a post office, a primary school and a cycle route. One indicator falls within Band D due to the distance to a supermarket. Three of the indicators fall within Band E due to the infrequent rail service, the distance to a service centre and the site is located outside a town centre.
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		Over 1.6km	
EN1	Designation of Land	Safeguarded Land	This site scores well against this objective with all but two of the indicators falling within Band A. The fact that the site falls within Band D in terms of agricultural classification and it is on safeguarded land is not detrimental.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2/3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes, subject to the provision of water, gas and electricity.
	Access to water	Limited	
	Access to gas	Limited	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Coote Lane Mill

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does not score well in respect of this objective with six of the 15 indicators falling in Band C or below. However, a number of these indicators are not considered relevant for employment use so are not prohibitive to the continued use of the site for employment purposes.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0.41 to 0.8 km	
S2	Distance to GP surgery	0.41 to 0.8km	The site scores well against this objective with three of the four indicators falling in Band A or B. Due to the type of use of this site, the distance to an NHS hospital is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site scores excellently in respect of this objective with all the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also



SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	Yes	be issues in relation to negative impact on air quality.
EC1	Distance to employment site	0.8 to 1.2km	The site scores well in respect of this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2 km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Brownhill Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does score fairly well in relation to this objective. Development on this site does have access to local services. Three of the indicators fall within Band C. One of the indicators falls within Band D, due to the distance to a supermarket. Two indicators fall within Band E due to the distance to a railway station and consequently the lack of a rail service.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site scores well against this objective. Three of the indicators fall within Band B or above. One indicator falls within Band C - there may be issues with access to the nearest hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Green Belt/Open Countryside	This site does not score well against this objective as the site is located in the Green Belt, so this indicator falls within Band E. As the site is not within a settlement it also falls within Band E. The site falls within Band C in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective. Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective – both indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	The site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	No	

SA Obj	Indicator	Site Performance	SA Comments
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Lower Valley Lodge, Penwortham

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Three indicators fall within Band E, due to the in-frequent rail and bus services and as the site is located outside a town centre. However, the site is within 1.6km of Preston Railway Station, which runs a frequent rail service to locations within Lancashire and to destinations across the Country. Development on this site does have access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	None	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	Up to 0.4km	Site scores well against this objective. All four of the indicators fall within Band B or above.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well against this objective. Six of the indicators fall within Band A. The site is located outside a settlement, therefore it falls within Band E for

SA Obj	Indicator	Site Performance	SA Comments
	Area of Separation	Outside	this indicator.
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	No	

SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

Government Offices, Cop Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport (regular bus services). The nearest railway station is in Preston so the indicator for rail service frequency falls within Band E. The site is located outside the District Centre of Penwortham. Three of the indicators fall within Band C. One of the indicators falls within Band D – there may be issues with access to a supermarket.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	Up to 0.4km	The site scores well in relation to this objective – 3 of the 4 indicators fall within Band A. The site scores well in terms of access to healthcare, parks and the local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective – all of the indicators score in Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Part outside part within	Four of the 5 indicators fall within Band A. The northern part of the site is located within Rawstorne Road Conservation Area and the indicator therefore falls within Band B. However, all of the architecturally distinctive buildings are located along Rawstorne Road, west of Cop Lane, which is west of and outside the site. The site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources – scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil. The site is located at the junction of Cop Lane, Liverpool Road and Rawstorne Road, which is an Air Quality Management Area (AQMA).
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores well in relation to this objective and falls within Band B. Access to education and training is relatively good.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes, subject to access to sewer system, water and electricity.
	Access to water	No	
	Access to gas	Yes	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### St Leonards Vicarage

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site scores fairly well against this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C due to the distance to a railway
	Rail service frequency	Without Station	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	station and the lack of a cycle route. Two indicators fall within Band D due to the distance to a cycle route and the in-frequent bus service. Two of the indicators fall within Band E as the site is located outside a town centre and there is no railway station in Walton-le-Dale.
	Bus service frequency	Less than 1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	1201-1600m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		2.1 to 5km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. One of the indicators falls within Band C due to the agricultural classification of the land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to this objective. Both of the indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	The site scores well in relation to this objective. Both of the indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No, the site lacks access to a sewer system, to water and to electricity.
	Access to water	No	
	Access to gas	Yes	
	Access to electricity	No	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Capitol Centre

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	This site scores relatively well against this objective with eight of the 15 indicators falling within band A or B. Although it does not have a station, it does benefit from a frequent bus service, as well as being adjacent to a park and ride facility. The distance to a supermarket currently falls in band D, however, a planning application has been approved for Waitrose (food retailer) to occupy the site in place of a tenpin bowling alley.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	This site scores well against this objective with all the indicators falling within band A or B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	Yes	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Medium	There is a medium risk of this site being contaminated and requiring limited ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 1.6km	The site scores well in respect of this indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Land South of London Way

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site scores fairly well against this objective. Development on this site does have access to local services and public transport. Three of the indicators fall within Band C. One of the indicators falls within Band D due to the distance to a supermarket. Two indicators fall within Band E due to the in-frequent rail service and as the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site does score fairly well in relation to this objective. Three of the indicators fall within Band A and 1 indicator falls within Band C. There may be issues with access to a general hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this indicator / objective, as it falls within Band D because it lies in Flood Zones 2 and 3.
EN5	Contaminated land	Medium	The site does not score well in relation to contamination as it falls within Band C for this indicator. One indicator falls within Band A as there is no traffic congestion spot within 3km of the site.
	Within 3km of a congestion spot	No	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No
	Access to water	No	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Mayfield House Haulage Yard

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well in relation to this objective although access to rail travel may be an issue, as site scores in Band E for this objective. Site does have access to local services and some public transport methods.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	Up to 0.4km	Site scores well in relation to this objective. 3 of the indicators are in Band A. site has good access to local healthcare provision and open space and recreational facilities. Access to a hospital may be an issue as site scores in Band C for this indicator.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well for this objective, with all but 1 indicator in Band A. The remainder is in Band D, but as the site is already fully developed, an alternative use will not have any more negative impact on the agricultural land classification than what is there now.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2	
EN2	Conservation Area	Outside	Site is unlikely to have any negative impact on heritage assets. All of the indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site is a sustainable use of resources – is in Band A for this indicator.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with ground pollution as site is in Band C for this indicator. The other indicator falls in Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site is well located in relation to employment provision and has good access – should help promote sustainable economic growth and employment. Both indicators fall into Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Existing road access	Yes	
	At risk from hazardous installations	No	

85 Hennel Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	3 of the indicators fall below Band C in relation to this objective. Development on this site would have sufficient access to a range of local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Site does score reasonably well; development would have sufficient access to healthcare and recreational facilities.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Development would impact negatively upon biodiversity. Site does score well in relation to this objective, with only 1 indicator falling below Band C.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Within	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site
EN4	Flood Zone area	Zone 3	Site is within a flood zone, although this could be mitigated against if site were developed.
EN5	Contaminated land	Low	Site scores well in relation to this objective, and is not likely to impact negatively on pollution in the area.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site scores well in relation to this objective, and development would have access to employment facilities and help encourage sustainable employment and economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Development on this site would have reasonable access to educational facilities.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: No
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Knot Lane/ Higher Walton Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	This site does not score well against this objective with nine of the 15 indicators falling in band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		0.81 to 1.2km	
EN1	Designation of Land	Green Belt/Preston & South Ribble Urban Area	This site scores poorly against this objective as it falls within the Green Belt and also has agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	



SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site.
EN4	Flood Zone area	Zone 2	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	Low	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	Both of the indicators fall within band A or B. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	This indicator falls within band B so performs relatively well against this objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Rear of 123 Duddle Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well against this objective. Eight of the indicators fall within Band C. One indicator falls within Band D due to the distance to an A road junction. One indicator falls within Band E as the site is located outside a town centre.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	Up to 0.4km	The site does not score well against this objective. Two of the indicators fall within Band C. There may be issues with access to healthcare and to local centres.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification		
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue. The site scores in Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Mill Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Only eight of the 15 indicators fall in Band A or B for this objective. However, several of the indicators falling in the lower bands, such as distance to a supermarket and distance to a secondary school, are not considered relevant.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	Up to 0.4km	The site performs very well against this objective for all indicators with the exception of its distance to an NHS general hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site performs well against this objective although it does have some agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2 & 5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 3	<p>This site falls in Zone 3. However, there is a large supply/demand project ongoing at Walton-le-Dale Waste Water Treatment Works, which will improve capacity issues when completed.</p> <p>The Central Lancashire &amp; Blackpool Outline Water Cycle Study states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.</p>
EN5	Contaminated land	High	There is likely to be some contamination which would benefit from some ground preparation and remediation. There are no air quality issues.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	The site performs well against this objective.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at Church Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well in relation to this objective. Six of the indicators fall within Band C. Three indicators fall within Band E, due to the infrequent rail service, the distance to a supermarket and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well in relation to this objective. One of the indicators falls within Band B, two indicators fall within Band C and one indicator falls within Band D. There may be issues with access to local healthcare and a local centre.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Safeguarded Land	This site scores well in relation to this objective. Five of the indicators fall within Band A. One indicator falls within Band D as the site is located on safeguarded land. One indicator falls within Band E as the site is located outside a town centre. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site scores well in relation to this objective. Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	The site is located within close proximity to a traffic congestion spot.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 to 1.2km	Site has relatively good access to employment facilities and will help promote sustainable employment and economic growth. One indicator falls within Band A and the other indicator falls within Band B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	The site does not score well in relation to this objective. The indicator falls within Band C.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: Yes, following the provision of sewer, water and gas infrastructure.
	Access to water	Limited	
	Access to gas	Limited	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

## APPENDIX 5 – SA PROFORMA'S OF SITES TAKEN FORWARD

Land off Brindle Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C, 1 indicator falls within Band D and 1 indicator falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does score fairly well in relation to this objective. Two of the indicators fall within Band B or above, whilst the other 2 are in Band C. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but two of the indicators falling within Band A. The fact that the site is not within a settlement is not detrimental to the proposed use, neither is the fact that the site falls within Band C in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective – both indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Access difficult but not impossible	
	At risk from hazardous installations	No	

Land off Browndge Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well against this objective. All of the indicators are Band C or higher. Site has good access to local services and sustainable transport.
	Rail service frequency	4 or more/hour/direction	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Within 400m	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	All of the indicators in this objective score in Band A. site is therefore unlikely to negatively impact upon biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	Site is not likely to have any negative impact on any heritage asset. All of the indicators score in Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Being a brownfield site, it scores well against this indicator.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with ground pollution as site scores in Band C for this indicator. This can be remediated prior to development.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	Site has good access to employment facilities. Indicators score in Band A and Band B. Will help promote sustainable employment and economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

#### Land off Wesley Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site scores well against this objective with 13 of the 15 indicators falling in Band A or B. Development on this site would satisfy this objective.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.41 to 0.8km	The site performs relatively well against this objective with all but one of the indicators falling in Band B. Development on this site would satisfy this objective.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site scores well against this objective with every indicator falling in Band A. Development on this site would satisfy this objective.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area. The Central Lancashire & Blackpool Outline Water Cycle Study concluded that this was a favourable location for development if surface water runoff not routed to sewer system. Agreement with the Environment Agency will be required on attenuating runoff to nearby watercourses. Please see excerpt from the Water Cycle Study at end of this portfolio.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	This site does not perform particularly well against this objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

LCC Offices Brindle Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Three of the indicators fall within Band C. One of the indicators falls within Band D – there may be issues with access to cycle routes. The site is located outside the town centre and one of the indicators is therefore in Band E.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	1.21 to 1.6km	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective. Two of the indicators fall within Band C and there may be an issue with healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources – scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does score fairly well in relation to this objective. One of the indicators falls within Band C as the site is contaminated from its existing use as offices.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.

SA Obj	Indicator	Site Performance	SA Comments
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue, the site falls within Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Grasmere Avenue Farington

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Summarise the performance of the site against each SA objective. Four of the indicators fall within Band C.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective as 3 of the indicators are in Band C. There may be issues

SA Obj	Indicator	Site Performance	SA Comments
	Distance to NHS general hospital	5.1 to 10km	with access to healthcare and to public open space.
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective – 6 of the 7 indicators score in Band A. The site borders a Biological Heritage Site, but it is unlikely to affect biodiversity. The land is contaminated from previous industrial uses, but it is currently used for grazing livestock.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Bordering	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities, and will help to promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site has relatively good access to education and training as the site scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

Land adjacent to Barn Flatt Close

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does score reasonably well against this objective, as it is located close to a local centre. There is good access to local services, and to a range of sustainable transport methods.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
Distance to cycle route	1601m+		
S2	Distance to GP surgery	1.61 to 3km	The site is located away from healthcare provision and local recreational facilities, but close to a local centre. Site scores one Band A, one Band C and 2 Band D.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	



SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	Zone 2 & 3	Site is within a flood zone and development would have to mitigate against this.
EN5	Contaminated land	Medium	There may be issues with ground pollution, which would have to be remediated against prior to development. Site scores in Band A and Band C.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	Site is located away from employment provision and as such may not help promote sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site scores fairly well against this objective, and there is access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	No	
	At risk from hazardous installations	No	

Land off Liverpool Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores fairly well in relation to this indicator. There is good access to most types of transport, and also to some local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	1.21-1.6 km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well in relation to access to recreational facilities and local services, with both indicators being in Band A. Access to healthcare provision does not score well, with indicators scoring in Band C and Band D.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
Type of Location	Within Settlement		

SA Obj	Indicator	Site Performance	SA Comments
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Both indicators score in Band A – there is unlikely to be any issue with ground pollution and air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site is not close to any employment provision and as such does not promote sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 0.4km	Site scores well against this objective, with good access to further educational facilities, promoting a skilled workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Fishwick's Depot Hewitt Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Thirteen of the indicators fall within Band A and 1 indicator falls within Band B. One indicator falls within Band E as the site is located immediately outside Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		2.1 to 5km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site scores well in relation to this objective. Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	High	Site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land between Altcar Lane/ Shaw Brook Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well against this objective, with only 3 of the indicators falling below Band C. access to rail services may be an issue but site does have access to a range of local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Within 400m	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site has good access to both healthcare and local recreational and leisure facilities. All of the indicators in this objective score in Band A or B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site is unlikely to impact negatively upon local landscape character and biodiversity. All of the indicators score higher than Band C with most scoring in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Edge of settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage asset – all of the indicators score on Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site is Greenfield and therefore scores in Band D.
EN4	Flood Zone area	Zone 2	Only a very small area of the site is within a flood zone – development could be planned around this. Scores in Band C.
EN5	Contaminated land	Low	Site scores fairly well in relation to this objective. Air pollution may be an issue as site scores in Band C for this indicator.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Site has good access to employment provision and will help encourage sustainable economic growth and employment. Indicators score in Band A or B.

SA Obj	Indicator	Site Performance	SA Comments
	Access to Broadband	Yes	
EC2	Distance to further/higher education	0.81 to 1.6km	Site has good access to educational facilities and would help promote training opportunities leading to a skilled workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Rear of Dunkirk Mill Slater Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C due to the distance to a railway station. One of the indicators falls within Band E as the site is located outside Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site does score well in relation to this objective. One of the indicators falls within Band B due to the

SA Obj	Indicator	Site Performance	SA Comments
	Distance to NHS general hospital	2.1 to 5km	distance to a general hospital.
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes, subject to the construction of an access road to the site.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	No	



SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

South of Bannister Lane, north of Heatherleigh

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well in relation to this objective, with just 2 of the indicators scoring below Band D. Development on this site would have good access to local facilities and sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Site has good access to local recreational facilities, but scores poorly in relation to access to healthcare. However, development could provide a contribution towards provision of local healthcare facilities.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site does score well in relation to this objective, although a small part of the site is within the best agricultural land, resulting in one indicator scoring in Band E. The majority of the site is not affected by this and therefore it is not considered to be a barrier to development.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	No	
	Type of Location	Edge	
	Agricultural classification	Small part 1, small part 2, most 3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective; with all indicators scoring in Band A. Site is therefore unlikely to have a negative impact on any heritage asset.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D for this objective and therefore is not considered to be a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with some ground contamination and air pollution. Indicators in this objective score in Band C and Band D.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site is well located in relation to employment provision – would help sustainable economic growth and employment. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site has good access to educational facilities and would help promote training of workforce; scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off School Lane, Longton

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C due to the distance to a railway station and a cycle route. Two of the indicators fall within Band E as there is no railway station and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		0.41 to 0.8km	
EN1	Designation of Land	Urban / Rural Local Service Centre	Site scores well in relation to this objective – 5 of the indicators fall within Band A, 1 indicator falls within Band B. One indicator falls within Band C due to the agricultural classification of the land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at Longton Hall, Chapel Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport (i.e. buses). One of the indicators falls within Band D due to the distance to a railway station and two indicators fall within Band E as the site is located outside a town centre and the in-frequency of the rail service.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site scores well against this objective. One of the indicators falls within Band C. There may be issues with access to a general hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Urban/Rural Local Service Centre	The site scores well in relation to this objective. Five of the indicators fall within Band A. One indicator falls within Band B and one falls within Band C due to the agricultural classification of the land. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to this objective. Both of the indicators fall within Band A.

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue. The site falls within Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Limited	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Rear of Chapel Meadow, Longton

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	The site scores fairly well in relation to this objective. Development on this site does have access to local services and public transport. Five of the indicators fall within Band C due to the distance to a motorway junction, a supermarket, a convenience store a post office and a cycle route. Two of the indicators fall within Band E as there is no railway station and the site is located outside a town centre.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	

SA Obj	Indicator	Site Performance	SA Comments	
	Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this objective. Three indicators fall within Band C and one indicator falls within Band D. There may be issues with access to healthcare, public open space/parkland and to a local centre.	
	Distance to NHS general hospital	Over 10km		
	Distance to public open space/park	0.81 to 1.2km		
	Distance to local centre	0.81 to 1.2km		
EN1	Designation of Land	Urban/Rural Local Service Centre	This site scores well against this objective with all but two of the indicators falling within Band A. The site falls within Band C in terms of agricultural classification and Band B as Longton is a Rural Local Service Centre.	
	Area of Separation	Outside		
	AONB	Outside		
	SSSI	Outside		
	Biological/ Geological Heritage Site	Outside		
	Type of Location	Within Settlement		
	Agricultural classification	3		
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.	
	Ancient Monument on site	No		
	Registered Park or Garden	Outside		
	Listed Building on site	No		
	Locally Listed Building on site	No		
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.	
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.	
EN5	Contaminated land	Low	One indicator falls within Band A and the other indicator falls within Band C. The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. There may be issues in relation to increased negative impact on air quality.	
	Within 3km of a congestion spot	Yes		
EC1	Distance to employment site	Over 1.6km	Site does not have good access to employment facilities and falls within Band D. The site has access to broadband and falls within Band A.	
	Access to Broadband	Yes		
EC2	Distance to further/higher education	0.81 to 1.6km	Site scores well in relation to this objective. The indicator falls within Band A.	
bi	ity	Access to sewer system	Yes	Is the site deliverable: Yes

SA Obj	Indicator	Site Performance	SA Comments
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

South of Longton Hall, Chapel Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. Development on this site does have access to local services. Three of the indicators fall within Band C due to the distance to a motorway junction, a secondary school and a cycle route. One indicator falls within Band D due to the distance to an A road junction. Three of the indicators fall within Band E as there is no railway station, the in-frequent rail service and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.41 to 0.8km	Site does score fairly well in relation to this objective. Three of the indicators fall within Band B or above, whilst the other is in Band C. There may be issues with access to a hospital.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	



SA Obj	Indicator	Site Performance	SA Comments
EN1	Designation of Land	Urban/Rural Local Service Centre	Site scores well in relation to this objective – 5 of the indicators fall within Band A, 1 indicator falls within Band B. One indicator falls within Band C due to the agricultural classification of the land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	The site is likely to be contaminated requiring some ground preparation and remediation. The site is not within 3km of a congestion spot.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. One indicator falls within Band A and the other falls within Band B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes, following the provision of access to sewer system, water gas and electricity. Access to the site is currently land-locked.
	Access to water	No	
	Access to gas	No	
	Access to electricity	No	
	Existing road access	Possible - existing property in site entrance	
	At risk from hazardous installations	No	

Gas Holders Site

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site scores relatively well against this objective with ten of the 15 indicators falling in band A or B.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	This site scores well against this objective with all but one of the indicators falling in band A or B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	7 (Urban)	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site. However, Policy 1 (Locating Growth) of the emerging Central Lancashire Core Strategy recognises that there may be a need for some greenfield development on the fringes of main urban areas and also in specified local service centres.
EN4	Flood Zone area	Zone 2 & 3	<p>Sites within Flood zones 1 &amp; 2 were not excluded from the Strategic Housing Land Availability Assessment as measures can be taken in a development to mitigate the risk of flooding. The flood risk element and the cost of mitigation would be considered at the viability stage of the assessment. Residential dwellings are not permitted in Flood Zone 3b.</p> <p>The Central Lancashire &amp; Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.</p>
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	All of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	This site scores relatively well against this objective with the indicator falling in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes The risk from the hazardous installation is not considered prohibitive as it is in the outer zone.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	Yes	

Land off Claytongate Drive

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	This site scores reasonably against this objective with 10 of the 15 indicators falling in bands A or B. Development would have reasonable access to a range of local services, using sustainable transport.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	Development on this site would have good access to both healthcare and recreational facilities. All of the indicators are in Band C or higher.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	All of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site.
EN4	Flood Zone area	Zone 2	Part of the site is in a flood zone. Development could mitigate around this.
EN5	Contaminated land	Medium	There may be issues with pollution – both indicators fall within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site may not help sustainable economic growth and employment as it is located away from employment opportunities.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site is a considerable distance from such educational facilities and access may be an issue.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes – difficulties can be overcome.
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Access difficult but not impossible	
	At risk from hazardous installations	No	

Lostock Hall Primary, Avondale Drive

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Only one indicator for this objective score below Band C. Development on this site would have good access to local services using a range of sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	All of the indicators score in Band A for this objective. Site will protect and manage biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	Site is unlikely to have any negative impact on a heritage asset. All of the indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site scores in Band A and as such is a sustainable use of the earths resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores relatively well in relation to this objective, one indicator is in Band A and the other Band C – there may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both indicators score in Band A for this objective. Site has good access to employment provisions and therefore will help sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	There may be issues with access to educational facilities – may cause problems with training and ensuring the workforce is skilled.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Liverpool Road, Jubilee Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores fairly well in relation to this indicator. Access to rail travel may be an issue, although there is good access to most local services via sustainable transport methods.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	2.41 to 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well in relation to its location with recreational and leisure facilities. Access to healthcare services may be an issue.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Urban/Rural Local Service Centre	Site scores well in relation to this indicator and is unlikely to impact on biodiversity and local landscape character. Site is in Band C for agricultural classification, however the location of the site and surrounding land uses mean it is unrealistic to expect an agricultural use.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
EN2	Conservation Area	Outside	Site is unlikely to have a negative impact on any heritage asset. All of the indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D for this objective and therefore is not considered to be a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores well in relation to this objective, with one indicator scoring Band A and the other Band C. There may be some issues with air pollution.
	Within 3km of a congestion spot	Yes	



SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Up to 0.4km	Site is well located in relation to employment provision – would help sustainable economic growth and employment. Indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site has good access to educational facilities and would help promote training of workforce; scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Hospital Inn Railway Crossing Brindle Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well in relation to access to transport, however, does not score as well for access to local services. The good access to sustainable transport however means that this issue is easily overcome.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	No	
	Distance to cycle route	401-800m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	1.61 to 3km	Site scores reasonably well in relation to access to healthcare and recreational facilities. There may be issues with access to local services.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective. All but one of the indicators scores in Band A. Given the location of the site it is unlikely to be used for agricultural purposes.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site is not likely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores well in relation to this objective, and is not likely to impact negatively on pollution in the area.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site is well located in relation to employment facilities, and will help promote sustainable employment and economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site is scores in Band C for this objective, but as site is well located in relation to transport opportunities, this shouldn't cause any problems.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Existing road access	Yes	
	At risk from hazardous installations	No	

Coupe Foundry Kittlingbourne Brow

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	There are mixed scores for this site against this objective. Site is well located in relation to local services and some types of sustainable transport. However, access to service centres and rail travel does not score well.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
S2	Distance to GP surgery	0.81 to 1.6km	There is reasonable access to healthcare – both indicators score in Band C. There is good access to local services and recreational/leisure facilities given the proximity to Higher Walton, with both of these indicators scoring Band A.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site is already developed for an industrial use so residential development will not have any more significant impact on the agricultural land in the area. all other indicators score in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site scores well and is in Band A. site is sustainable as it is previously developed.
EN4	Flood Zone area	Zone 2 & 3	Site is within a flood zone, however development can mitigate against this.
EN5	Contaminated land	High	Planning application proposes land remediation works that will address contamination and ground pollution.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site is close to employment facilities and so will help promote employment and sustainable economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	There is reasonable access to educational/training facilities – site scores in Band C.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Lostock Hall Gasworks

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site scores relatively well against this objective with ten of the 15 indicators falling in band A or B.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		2.1 to 5km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site scores well against this objective with all but one of the indicators falling in band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be as sustainable as a brownfield site. However, Policy 1 (Locating Growth) of the emerging Central Lancashire Core Strategy recognises that there may be a need for some greenfield development on the fringes of main urban areas and also in specified local service centres.
EN4	Flood Zone area	Zone 2 & 3	Sites within Flood zones 1 & 2 were not excluded from the Strategic Housing Land Availability Assessment as measures can be taken in a development to mitigate the risk of flooding. The flood risk element and the cost of mitigation would be considered at the viability stage of the assessment. Residential dwellings are not permitted in Flood Zone 3b.  The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	All of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	This site scores relatively well against this objective with the indicator falling in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes The risk from the hazardous installation is not considered prohibitive as it is in the outer zone.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Vernon Carus and Land, Factory Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score fairly well in relation to this objective. Development on this site does have access

SA Obj	Indicator	Site Performance	SA Comments
	Rail service frequency	Without Station	to local services. One of the indicators falls within Band C. One of the indicators falls within Band E: there is no railway station in Penwortham – the nearest mainline Station is in Preston.
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	The site does scores fairly well against this objective. One of the indicators falls within Band D, there may be issues with access to local healthcare.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. One of the indicators falls within Band C. Part of the open space land at the Vernon Carus site, alongside the cricket pitch(es) is used for grazing livestock.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources – scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site does scores fairly well against this objective. One of the indicators falls within Band C, there may be issues with traffic congestion within 3 km of the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site has relatively good access to education and training, as it scores within Band B for this objective/indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Limited	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Former Arla Foods Premises, School Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C due to the distance to an A road junction and the lack of a cycle route. One indicator falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.41 to 0.8km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective, 2 of the indicators fall within Band C. There may be issues with access to healthcare and a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Six of the 7 indicators fall within Band A. One indicator falls within Band E as the site is located outside a settlement. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to contamination as it falls within Band C for this

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	No	indicator. One indicator falls within Band A as there is no traffic congestion spot within 3km of the site.
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. The site also has good access to Broadband. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Former Farington Business Park, Wheelton Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site scores fairly well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C as it is an Edge of Centre site. One of the indicators falls within Band D, due to the distance from the site to an A road junction.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	The site scores fairly well in relation to this objective. One of the indicators falls within Band C as there may be issues with proximity to an NHS general hospital.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The indicator falls within Band A
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and congestion on the local road network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land South of Centurion Way

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Only 2 of the indicators fall into Band C, whilst the rest are Band A or B. Site has good access to all local services, and to sustainable transport methods.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	Site scores well in relation to this objective. 2 indicators are Band A, one is Band B and one is Band C. Site has good access to healthcare and recreational facilities, and is within a reasonable distance from a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site is unlikely to have any negative effect on biodiversity and local landscape character. All of the indicators score as Band A.
	Area of Separation	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	none	
EN2	Conservation Area	Outside	Site is unlikely to have any negative impact on a heritage asset. All of the indicators relating to this objective fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	greenfield	Site is in Band D for this objective/indicator and is therefore not considered to be a sustainable use of the earth's resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There would be no issues with ground pollution as site scores in Band A for the contaminated land indicator. There may be issues with air pollution, as the site scores in Band C for this.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site is close to employment provisions and will therefore promote sustainable economic growth and employment. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site has good access to educational and training facilities, and scores in Band B for this objective/indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Roadferry Depot, Carr Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C as the site is located on the edge of Leyland Town Centre; and the distance to an A Road junction.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	Up to 0.4km	The site does score well in relation to this objective. One of the indicators falls within Band B due to the distance to a general hospital. One indicator falls within Band C due to the distance to a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Dunkirk Mill, Dunkirk Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C due to the distance to a railway station. One of the indicators falls within Band E as the site is located outside Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site does score well in relation to this objective. One of the indicators falls within Band B due to the distance to a general hospital.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
EN2	Conservation Area	Outside	All of the indicators fall within Band A. The site would not have any negative impact on any listed buildings or any other heritage assets. However, Dunkirk Hall, a Grade II Listed Building, is located immediately adjacent to the site.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.



SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 2	The site does not score well in relation to this indicator / objective, as it falls within Band C because it lies in Flood Zone 2.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Former Prestolite Premises, Cleveland Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C as the site is located on the edge of Leyland Town Centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	Up to 0.4km	The site does score well in relation to this objective. Two of the indicators fall within Band B due to the distance to a general hospital and the distance to a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and traffic congestion in close proximity to the site.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Group One, off Central Avenue, Buckshaw Village

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores fairly well in relation to this objective. Four of the indicators fall within Band A and four indicators fall within Band B. Four indicators fall within Band C due to the distance to a motorway junction, a primary school, a secondary school and a cycle route. Three indicators fall within Band E, due to the distance to a service centre, a post office and as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	Up to 0.4km	Site scores well against this objective. All four of the indicators fall within Band B or above.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Major Developed Site in Green Belt	This site does not score well against this objective with only three of the indicators falling within Band A. Two indicators fall within Band E as part of the site is occupied by a biological heritage site and it is located outside a settlement. The fact that the site falls within Band C in terms of agricultural classification is not detrimental, nor is the fact that the site is a Major Developed Site in the Green Belt.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Within	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	This site does not score well in relation to this objective, with only 2 indicators falling into band A, and 8 of the 15 Indicators falling into Band C or less. Site would be suitable for an employment site as close to public transport and road network. Not an ideal site for residential development.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	801-1200m		
S2	Distance to GP surgery	0.81 to 1.6km	This site does not score well in relation to this objective. All of the 4 indicators are in band C or worse, with one of these being in Band E.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Over 1.6km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site does score relatively well for this objective. All but 2 of the indicators are Band A, with the other 2 being in Band C. Site is therefore unlikely to have a negative impact on biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Edge of Settlement	
	Agricultural classification	3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be considered as sustainable and scores in Band D.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	High	Site does not score well for this objective – there may be issues with pollution of water, air and soil. Indicators score in Band C and Band E.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help encourage sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	There may be issues with access to educational facilities which may impact on training of workforce. Site scores in Band D for this objective/indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Farington Hall Estate/ West of Lancashire Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Summarise the performance of the site against each SA objective. Four of the indicators fall within Band C.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective as 3 of the indicators are in Band C. There may be issues with access to healthcare and to public open space.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective – 6 of the 7 indicators score in Band A. The site borders a Biological Heritage Site, but it is unlikely to affect biodiversity. The land is contaminated from previous industrial uses, but it is currently used for grazing livestock.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Bordering	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site scores within Band A for this indicator / objective.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities, and will help to promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site has relatively good access to education and training as the site scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land adjacent to Leyland Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well against this objective. 3 of the indicators score in Band C, with the remainder being Band A or B. Site has good access to local services, and to sustainable forms of transport.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	0.41 to 0.8km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.4 to 0.8km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well against this objective. One indicator is Band C with the remainder being Band A or B. Site has good access to both healthcare and recreational facilities.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all but one of the indicators score in Band A. Site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site does not score well in relation to this objective – site would not be considered to be sustainable and scores in Band D.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There may be issues with air pollution as site scores in Band C for one indicator. Other indicator falls into Band A.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities, and will help promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site is performs fairly well against this objective, and would provide access to further education if it were developed.

SA Obj	Indicator	Site Performance	SA Comments
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

North of Lancashire Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does not score well in relation to this objective. Four of the indicators fall within Band A and four of the indicators fall within Band B. Two of the indicators fall within Band C due to the distance to a primary and a secondary school. One of the indicators falls within Band D due to the distance to a supermarket. Four of the indicators fall within Band E as the site is located outside a town centre and due to the distance to a service centre, a convenience store and a post office.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this objective. Two indicators fall within Band C, one indicator falls within Band D. One indicator falls within Band E. There may be issues with access to healthcare, to public open space/parkland and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to local centre	Over 1.6km	
	Designation of Land	Urban/Rural Local Service Centre	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside`	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	n/a	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Burscough House Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site scores fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C; two indicators fall within Band D due to the distance to an A road junction and to a supermarket. One of the indicators falls within Band E as the site is located outside Leyland.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	No	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective, 2 of the indicators fall within Band C. There may be issues with access to healthcare.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the 7 indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character. One indicator falls within Band C due to the agricultural quality of the land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to contamination and the distance to a congestion spot and falls within Band A for both of these indicators.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	The site scores fairly well in relation to this objective. The site has good access to employment facilities and will help to promote sustainable employment and economic growth and falls within Band B for this indicator. The site has access to Broadband and falls within Band A for this indicator.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Leyland Lane/ Emnie Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site scores fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C; 2 indicators fall within Band D due to the distance to an A road junction and to a supermarket. One of the indicators falls within Band E as the site is located outside Leyland.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre	0.81 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well in relation to this objective. Five of the 7 indicators fall within Band A. One indicator falls within Band E as the site is located outside Leyland. One indicator falls within Band C as the land is used for the grazing of livestock. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this indicator / objective, as it falls within Band D because it lies in Flood Zones 2 and 3.
EN5	Contaminated land	Low	The site scores well in relation to this objective. Both of the indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	The site has fairly good access to employment facilities and will help to promote sustainable employment and economic growth; and good access to Broadband. One indicator falls within Band A and one indicator falls within Band B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site has fairly good access to further / higher education. The site falls within Band B for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	No	
	Access to gas	Limited	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### West Paddock

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band C and two of the indicators fall within Band D – due to the distance to an A road junction and a cycle route. As the site is located outside a town centre it falls within Band E of the indicator / objective.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	1601m+	
S2	Distance to GP surgery	Up to 0.4km	The site scores fairly well against this objective. Two of the indicators fall within Band C due to the distance to the nearest hospital and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
	Designation of Land	Preston & South Ribble Urban Area/Key Service Centre	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land		The site scores well in relation to this objective and falls within Band A for both of the indicators.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	1.21 to 1.6km	The site has good access to Broadband but falls within Band C due to distance to employment site(s).



SA Obj	Indicator	Site Performance	SA Comments
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	The site has relatively good access to education and training and falls within Band B for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

### South Rings Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Two of the indicators fall within Band C. One of the indicators falls within Band D. As the site is located outside a District and a Town Centre, it falls within Band E of these two indicators / objectives.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	Up to 0.4km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	1.21 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective. Three of the indicators fall within Band C or above,

SA Obj	Indicator	Site Performance	SA Comments
	Distance to NHS general hospital	5.1 to 10km	whilst the other falls within Band D, due to the distance to a local centre.
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	1.21 to 1.6km	
EN1	Designation of Land	Preston & South Ribble Urban Area/Key Service Centre	The site scores well in relation to this objective – all of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Employment Land	The site would enable the sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land		The site scores fairly well in relation to this objective. The site is in close proximity to an area of traffic congestion on Lostock Lane, the A6 and at the junctions of the M6 and M61.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Access to education and training may be an issue, the site falls within Band D for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Existing road access	Yes	
	At risk from hazardous installations	No	

Club Street

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site scores well against this objective with 14 of the 15 indicators falling in Band A or B. Not falling within a city or town centre is not considered prohibitive for employment uses.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.41 to 0.8km	This site scores well against this objective with three of the four indicators falling in Band B. Due to the potential use of this site, the distance to health services is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site scores well against this objective with all indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	The site scores well against this objective with all indicators falling in Band A. The site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Cuerden Way

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. 3 of the indicators fall below Band C.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	

SA Obj	Indicator	Site Performance	SA Comments		
	Bus service frequency	2-5 per hour			
	Distance to service centre	Over 3km			
	Distance to A Road junction	Up to 0.4km			
	Distance to motorway junction	Up to 0.4km			
	Distance to supermarket	Up to 0.4km			
	Distance to convenience store	Up to 0.4km			
	Distance to Post Office	1.21 to 1.6km			
	In City or Town Centre	Outside			
	Distance to Primary School	0.8 to 1.6km			
	Distance to Secondary School	1.6 to 3.2km			
	On a cycle route	Yes			
	Distance to cycle route	0-400m			
	S2	Distance to GP surgery		1.61 to 3km	Site does not score well against this objective, 2 of the indicators are in Band C or above whilst the remaining 2 are in Band D. there may be issues with access to healthcare.
		Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Up to 0.4km			
Distance to local centre		1.21 to 1.6km			
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective – all of the indicators score in Band A. Site is unlikely to affect biodiversity or local landscape character.		
	Area of Separation	Outside			
	AONB	Outside			
	SSSI	Outside			
	Biological/ Geological Heritage Site	Outside			
	Type of Location	Within Settlement			
	Agricultural classification	None			
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.		
	Ancient Monument on site	No			
	Registered Park or Garden	Outside			
	Listed Building on site	No			

SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources – scores within Band A for this indicator/objective.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	High	Site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities, and will help promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Access to education and training may be an issue, the site scores in Band D for this objective/indicator.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

#### Dunbia

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does not score well against this objective. Development on this site does have access to local services and public transport. Four of the indicators fall within Band C. One of the indicators falls within Band D due to the distance to a primary school. Two indicators fall within Band E as the site is located outside a town centre and there may be issues with access to a post office.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	Outside	
	Distance to Primary School	1.61 to 3km	
	Distance to Secondary School	1.61 to 2.4km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well against this objective. Three of the indicators fall within Band C. There may be issues with access to local healthcare, a general hospital and to public open space. One of the indicators falls within Band E and there may be issues with access to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site does not score well in relation to this objective. Four of the 7 indicators fall within Band A. One of the indicators falls within Band C as part of the site is used for grazing livestock, due to its agricultural classification. Two indicators fall within Band E as the site is located outside a settlement, but within a Biological Heritage Site.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/Geological Heritage Site	Within	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable the sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this indicator / objective, as it falls within Band D because it lies in Flood Zones 2 and 3.
EN5	Contaminated land	Medium	The site does not score well in relation to contamination as it falls within Band C for this indicator. One indicator falls within Band A as there is no traffic congestion spot within 3km of the site.
	Within 3km of a congestion spot	No	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Access to education and training may be an issue. The site falls within Band D for this indicator / objective.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: Yes
	Access to water	Limited	
	Access to gas	Yes	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Kellett Lane/ Seed Lane Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective, and it is not close to several local services. However, access to transport facilities is good, which is key for an employment site.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0-400m	



SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	1.61 to 3km	Site does not score well in relation to its location from healthcare and recreational facilities. Indicators score in Bands C, D and E. However, as the site is not to be used for residential, this is not an issue.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Over 1.6km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	All of the indicators score in Band A for this objective. Site is therefore unlikely to impact on local landscape character and should help protect biodiversity.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site is not likely to impact on any heritage asset negatively. All of the indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site is Greenfield and therefore scores in Band D.
EN4	Flood Zone area	No	Site is not within a flood zone – scores in Band A.
EN5	Contaminated land	Medium	There may be issues with contamination and pollution, but development can mitigate against this. Both indicators score in Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment related facilities and provisions.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	There may be issues with access to training facilities and educational opportunities for people employed here.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Existing road access	Yes	
	At risk from hazardous installations	No	

North of School Lane (including Whittle Movers)

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Three of the indicators fall within Band C. One indicator falls within Band D due to the distance to an A road junction. One of the indicators falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	0.81 to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
Distance to cycle route	801-1200m		
S2	Distance to GP surgery	0.41 to 0.8km	The site scores well against this objective. One indicator falls within Band A and the other 3 indicators fall within Band B.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. Six of the indicators fall within Band A. As the site is located on agricultural land, the indicator falls within Band C.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall into Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective, but this is only due to the existing industrial use on the site. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site has good access to education and training and falls within Band B for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes
	Access to water	Limited	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Sceptre Way

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site has poor access to local services and therefore does not score well in relation to this indicator. However, given the site is already fully developed this is not an issue.
	Rail service frequency	Without Station	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Over 1.6km	
Distance to local centre		Over 1.6km	
Designation of Land		Preston Urban Area/Key Service Centre	
Area of Separation		Outside	
AONB		Outside	
SSSI		Outside	
Biological/ Geological Heritage Site		Outside	
Type of Location		Within Settlement	
Agricultural classification		3	
EN2		Conservation Area	Outside
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Previously Developed	Site is sustainable as it is previously developed.
EN4	Flood Zone area	No	Site is not in a flood zone.
EN5	Contaminated land	Medium	If site were to be developed, pollution could be an issue, but site is already fully developed
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site will help promote employment and sustainable economic growth.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site is a considerable distance from a further education establishment – there could be access issues.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

South of School Lane (previous A S Orr's Mill)

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	This site performs fairly against these criteria with bus stops close to the site. However, cycle facilities in the area are limited.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	Up to 0.4km	This site performs relatively well in respect of this objective.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston & South Ribble Urban Area	This site performs well against this objective with all indicators achieving band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	Yes	be issues in relation to increased negative impact on air quality.
EC1	Distance to employment site	Over 1.6km	This site performs relatively well in respect of this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	This site performs poorly in respect of this objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Walton Summit Employment Area

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	This site appears to score badly in respect of this objective. However, due to the use of this site, the distance to these local services is not considered prohibitive.
	Rail service frequency	2-3 trains/hr/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	This site appears to score poorly in respect of this objective. However, due to the use of this site, the distance to these health services and the local centre is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site performance well in respect of this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site performance well in respect of this objective with all but one of the indicators falling in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	Grade II	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	



SA Obj	Indicator	Site Performance	SA Comments
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Carr Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site scores reasonably well against environmental sustainability criteria given its proximity to non car transport modes.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Due to the type of use on this site, the distance to health services and the local centre are not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Key Service Centre	All of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Area of Separation	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Part Brownfield/Part Greenfield	This is not considered relevant as no change of use is recommended.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Centurion Way Estate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores poorly against this objective. All but four of the 15 indicators are band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	1.21-1.6km	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	1.61 to 3km	Due to the type of use on this site, the distance to health services and the local centre are not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Key Service Centre	The site scores well against this objective with all but one of the indicators falling in Band A. Due to the type of use on this site, being outside a settlement is not considered prohibitive.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	5	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Lancashire Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	This site scores poorly in respect of this objective with all but seven of the 15 indicators falling in Band C or below. However, due to the use of this site, the distance to these services is not considered prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	3.2 to 5km	
	On a cycle route	Yes	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	1.61 to 3km	Site scores poorly against this objective. All but one of the indicators fall in band C or below. However, due to the use of this site, the distance to these services is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Key Service Centre	This site scores well against this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3 & 5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site scores poorly against this objective. However, due to the use of this site, the distance to further education is not considered prohibitive.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land adjacent to Lancashire Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Six of the indicators fall in Band C; and 1 indicator falls in Band D due to access to the nearest bus stop. Two indicators fall within Band E as the site is not in a town centre and is not close to a post office.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	1.21-1.6km	
	Bus service frequency	6 or more per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.81 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	The site does not score well against this objective, 3 of the indicators fall within Band D or above, whilst the other is in Band E. There may be issues with access to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources as it falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective / indicator. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	Over 5km	Access to education and training may be an issue as the site falls within Band D for this indicator / objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Leyland Business Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	This site scores poorly in respect of this objective with all but six of the 15 indicators falling in Band C or below. However, due to the use of this site, the distance to these services is not considered prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	1.21-1.6km	
	Bus service frequency	6 or more per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	Site scores poorly against this objective. All but one of the four indicators are band C or below. However, due to the use of this site, the distance to these services is not considered prohibitive.
	Distance to NHS general hospital	5.1 to 10km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Key Service Centre	This site performs well in respect of this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3 & 5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	This site scores poorly in relation to this indicator. However, due to the use of this site, the distance to further education is not considered prohibitive.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores poorly against this objective. All but three of the 15 indicators are band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	Site scores poorly against this objective. All but one of the four indicators are band C or below. Development on this site would not satisfy this objective.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Key Service Centre	The site scores well against this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Braconash Road Industrial Estate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site performs relatively well in respect of this objective with 9 of the 15 indicators falling in Band A or B. The indicators falling in the lower bands are not considered crucial for an employment area so are not prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	0.81 to 1.6km	Due to the use of this site, the distance to health services are not considered prohibitive.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	This site performs well against this objective with all but one of the indicators falling in Band A. Being outside a settlement is not prohibitive for this type of land use.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
EN2	Agricultural classification	5	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	Development of this site would not result in any change in respect of this indicator.
	Current/former land use	Brownfield	

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Due to the type of use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Heaton Street/ Talbot Road Industrial Estate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Nine of the 15 indicators for this objective fall within Band A. The indicators which fall below this are not considered prohibitive to the suggested use of the site.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	0.81 to 1.6km	Due to the potential use of this site, the distance to health services is not considered prohibitive.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	This site scores very well against this objective with all but one of the indicators falling in Band A. The fact that the site is not within a settlement is not detrimental to the proposed use.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 2 & 3	<p>A small part of the site has a medium risk of flooding. However despite these constraints, the sites are likely to continue to be suitable for most employment uses.</p> <p>The Central Lancashire &amp; Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.</p>
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	Yes	be issues in relation to increased negative impact on air quality.
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Due to the type of use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Matrix Park, Buckshaw Village

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site performs relatively well in respect of this objective with 10 of the 15 indicators falling in Band A or B. The indicators falling in the lower bands are not considered as crucial for an employment area so are not prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	2.41 to 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Due to the potential use of this site, the distance to health services and the local centre are not considered prohibitive.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Key Service Centre	This site performs well against this objective with the majority of the indicators falling Band A. Being outside a settlement is not prohibitive for employment use. The land does have some agricultural value.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area. The Central Lancashire & Blackpool Water Cycle Study concludes that this is a favourable location for development if pumping station capacity confirmed. Agreement with Environment Agency required for attenuation to watercourse.
EN5	Contaminated land	Medium	There is a limited likelihood of this site being contaminated and requiring minimal ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
bi ity In	Access to sewer system	Yes	Is the site deliverable: Yes



SA Obj	Indicator	Site Performance	SA Comments
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Moss Side Employment Area

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores poorly against this objective. All but three of the 15 indicators are band C or below. Development on this site would not satisfy this objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	1.61 to 3km	Site scores poorly against this objective. All but one of the four indicators are band C or below. Development on this site would not satisfy this objective.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	

SA Obj	Indicator	Site Performance	SA Comments
EN1	Designation of Land	Key Service Centre	This site scores well against this objective with all but one of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Tomlinson Road Industrial Area

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	The site performs relatively well in respect of this objective with 9 of the 15 indicators falling in Band A or B. The indicators falling in the lower bands are not considered crucial for an employment area so are not prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	801-1200m		
S2	Distance to GP surgery	0.81 to 1.6km	Due to the use of this site, the distance to health services are not considered prohibitive.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Key Service Centre	This site performs well against this objective with all but one of the indicators falling in Band A. Being outside a settlement is not prohibitive for this type of land use.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	5	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2km	Due to the type of use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Sherdley Road Industrial Estate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	This site performs well in respect of this objective with 11 of the 15 indicators falling in Band A or B. The indicators falling in the lower bands are not considered as crucial for an employment area so are not prohibitive.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Due to the potential use of this site, the distances to these services are not considered prohibitive.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Key Service Centre	This site performs well against this objective with all of the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 2 & 3	Two small parts of the site are in Category 2 flood risk areas. Any redevelopment will need to consider the risk of flooding affecting part of the site. The Central Lancashire & Blackpool Outline Water Cycle Study suggests that a site specific Flood Risk Assessment should steer development away from high flood risk areas.  The Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	High	The site is likely to be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Both of the indicators fall within band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Factory Lane Estate

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores fairly well in relation to this indicator. However, site is already developed and it is not considered appropriate to change this use. As the site is currently employment access to local services is not as important as it would be for a residential site.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	1.61 to 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	2.4 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores fairly well in relation to this objective. There is good access to local recreational facilities and local services, and fair access to healthcare provisions.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well in relation to this objective; with all of the indicators scoring in Band A. site is unlikely to have any negative impact on biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	None	
EN2	Conservation Area	Outside	Site is not likely to have a negative impact on any heritage asset. All of the indicators for this objective score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site scores in Band A and therefore is a sustainable use of the earth's resources.

SA Obj	Indicator	Site Performance	SA Comments
EN4	Flood Zone area	Zone 2 & 3	Site is within a flood zone and any development would have to mitigate against this.
EN5	Contaminated land	Medium	There may be issues with ground and air pollution which would need to be addressed. Both indicators score in Band C for this objective.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site is well located in terms of employment provision and both indicators for this objective score in Band A. Site will help encourage sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site scores in Band C for this objective – educational and training facilities are still accessible and will help create a skilled workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Land South of Capitol Centre

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	Site scores fairly well in relation to this indicator.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	



SA Obj	Indicator	Site Performance	SA Comments
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route		
S2	Distance to GP surgery	0.81 to 1.6km	Site scores poorly against this objective. All of the four indicators are band C or below. Development on this site would not satisfy this objective.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston & South Ribble Urban Area	The site performs well against this objective with all the indicators falling in Band A.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Development of this site would not result in any change in respect of this indicator.
EN4	Flood Zone area	Zone 1 & 2	There is a medium risk of flooding on the site from the nearby River Ribble. However, there are flood defences surrounding the site.  The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	High	This site performs badly in respect of this objective due to contaminated land. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Over 1.6km	The site performs reasonably well against this objective. The distance to an employment area is not considered prohibitive.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5 km	Due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Cuerden Strategic Site

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	The site does score well in relation to this objective. Development on this site does have access to local services and public transport. One of the indicators falls within Band E as the site is located outside a town centre.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 0.4km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	0.41 to 0.8km	The site does score well in relation to this objective. Three of the indicators are in Band B – there may be very minor issues with access to healthcare and access to a local centre.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Safeguarded Land Green Belt/Open Countryside	The site scores well in relation to this objective. The site is unlikely to affect biodiversity. Part of the land is currently used for the grazing of livestock and the indicator for agricultural classification means that the site falls within Band C.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well against this objective, as the indicator is in Band D. The site is a Greenfield site, but it was identified as a Major Inward Investment Site in Policy EMP2 and on the Proposals Map of the South Ribble Local Plan, which was adopted in February 2000.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Medium	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil; and congestion within 3 km of the site.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	The site scores fairly well in relation to access to education and training.
bil ity In	Access to sewer system	No	Is the site deliverable: Yes

SA Obj	Indicator	Site Performance	SA Comments
	Access to water	Limited	
	Access to gas	Yes	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

BAE Systems, Samlesbury

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	The site does not score well against this objective. Four of the indicators fall within Band C, two of the indicators fall within Band D due to the distance to a railway station or a primary school. Five of the indicators fall within Band E due to the lack of a railway station, the distance to a service centre, the distance to a supermarket and a post office, and because the site is outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1/hour/direction	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	2.4 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
S2	Distance to GP surgery	1.61 to 3km	The site does not score well against this objective. Only one of the indicators is in Band A. One indicator is in Band C, one in Band D and one in Band E, due to distances to local healthcare, and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Over 1.6km	

SA Obj	Indicator	Site Performance	SA Comments
EN1	Designation of Land	Major Developed Site in Green Belt	The site scores fairly well in relation to this objective. However, the site is located in the Green Belt and falls within Band E for this indicator; and on agricultural land and falls within Band C for this indicator.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	The site would enable sustainable use of resources. The site scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	The site is not within a flood zone.
EN5	Contaminated land	High	The site does not score well in relation to this objective. There may be issues with pollution of water, air and soil.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	The site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Access to education and training may be an issue, the site scores in Band C for this indicator / objective.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Moss Side Test Track

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. One of the indicators falls within Band A and three of the indicators fall within Band B. Five of the indicators fall within Band C due to the distance to a motorway junction, a convenience store, a primary school, a secondary school and a cycle route. Two of the indicators fall within Band D due to the distance to a supermarket and to a post office. Four of the indicators fall within Band E as the site is located outside a town centre, the distance to a railway station and rail service frequency and the distance to a service centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	801-1200m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	1.6 to 3km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	1.61 to 3km	Site does not score well in relation to this objective. One indicator falls within Band A, two indicators fall within Band C, and one indicator falls within Band D. There may be issues with access to healthcare and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all but one of the indicators falling within Band A. The site falls within Band C in terms of agricultural classification.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
Type of Location	Within Settlement		

SA Obj	Indicator	Site Performance	SA Comments
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3.2 km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Pickering's Farm – part of site

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score fairly well in relation to this objective. Development on this site does have access to local services and public transport. Four of the indicators fall within Band C. One of the indicators falls within Band D, due to the distance to the nearest supermarket.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		Over 1.6km	
Designation of Land		Safeguarded Land	
Area of Separation		Outside	
AONB		Outside	
SSSI		Outside	
Biological/ Geological Heritage Site		Bordering	
Type of Location		Outside Settlement	
Agricultural classification		3	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	



SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources – scores within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores well in relation to this objective – both indicators fall within Band A.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: Yes, the site is deliverable if infrastructure (i.e. sewers, water and electricity) is provided up-front.
	Access to water	Limited	
	Access to gas	Yes	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Leyland Transport Hub

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Nine of the 15 indicators for this objective fall within Band A and four indicators fall within Band B. The indicators which fall below this are not considered prohibitive to the suggested use of the site as a Transport Hub.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.41 to 0.8km	Site does not score well in relation to this objective. One indicator falls within Band A, one indicator falls within Band B, one indicator falls within Band C and one indicator falls within Band D. There may be issues with access to healthcare and to public open space/parkland.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	1.21 to 1.6km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	This site scores well against this objective with all of the indicators falling within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation. There may also be issues in relation to increased negative impact on air quality.
	Within 3km of a congestion spot	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC1	Distance to employment site	Up to 0.81km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.6 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B. However, due to the potential use of this site, the distance to further/higher education is not considered relevant.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Allotments, Penwortham

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Three indicators fall within Band E, due to the in-frequent rail and bus services and as the site is located outside a town centre. However, the site is within 0.8km of Preston Railway Station, which runs a frequent rail service to locations within Lancashire and to destinations across the Country. Development on this site does have access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	

SA Obj	Indicator	Site Performance	SA Comments
S2	Distance to GP surgery	Up to 0.4km	Site scores well against this objective. All four of the indicators fall within Band B or above.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well against this objective. Six of the indicators fall within Band A. The site is located outside a settlement, therefore it falls within Band E for this indicator. However, the suggested use for open space / leisure would not be detrimental to such a location.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions).
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 0.8km	Site scores well in relation to this objective. The indicator falls within Band A.
ability Indicator	Access to sewer system	No	Is the site deliverable: Yes
	Access to water	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Penwortham Holme Allotments

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Three indicators fall within Band E, due to the in-frequent rail and bus services and as the site is located outside a town centre. However, the site is within 1.6km of Preston Railway Station, which runs a frequent rail service to locations within Lancashire and to destinations across the Country. Development on this site does have access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	None	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well against this objective. Three of the indicators fall within Band B or above. There may be an issue with access to local healthcare.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well against this objective. Five of the indicators fall within Band A. The site is located within a Biological Heritage Site and it is located

SA Obj	Indicator	Site Performance	SA Comments
	Area of Separation	Outside	outside a settlement, therefore it falls within Band E for both of these indicators. However, the suggested use for open space / leisure would not be detrimental to such a location.
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Within	
	Type of Location	Outside Settlement	
	Agricultural classification	5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Medium	The site may be contaminated requiring some ground preparation and remediation. The site is located within 3km of a traffic congestion spot. Consequently, both indicators fall within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

Penwortham/ WLD Green Belt and floodplain

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	0.81 to 1.6km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Three indicators fall within Band E, due to the in-frequent rail and bus services and as the site is located outside a town centre. However, the site is within 1.6km of Preston Railway Station, which runs a frequent rail service to locations within Lancashire and to destinations across the Country. Development on this site does have access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	None	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.41 to 0.8km	Site scores well against this objective. All four of the indicators fall within Band B or above.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.41 to 0.8km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores does not score well against this objective. Only three of the indicators fall within Band A. The site is located in an Area of Separation and within a Biological Heritage Site and therefore falls within Band E for both of these indicators. The site also falls within Band E as it is located outside a settlement. However, the suggested use for open
	Area of Separation	Within	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Within	space / leisure would not be detrimental to such a location.
	Type of Location	Outside Settlement	
	Agricultural classification	3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Medium	The site is likely to have medium levels of contamination and it is located within 3km of a traffic congestion spot. Consequently, the two indicators fall within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	0.81 to 1.6km	Site scores well in relation to this objective. The indicator falls within Band A.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	



Site B, Penwortham Holme Allotments

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and four indicators fall within Band B. Three indicators fall within Band E, due to the in-frequent rail and bus services and as the site is located outside a town centre. However, the site is within 1.6km of Preston Railway Station, which runs a frequent rail service to locations within Lancashire and to destinations across the Country. Development on this site does have access to local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well against this objective. Three of the indicators fall within Band B or above. There may be an issue with access to local healthcare.
	Distance to NHS general hospital	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores fairly well against this objective. Five of the indicators fall within Band A. The site is located within a Biological Heritage Site and it is located outside a settlement, therefore it falls within Band E for both of these indicators. However, the suggested use for open space / leisure would not be detrimental to such a location.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Within	
	Type of Location	Outside Settlement	
Agricultural classification	5		

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	Site would enable sustainable use of resources. Site falls within Band A for this indicator / objective.
EN4	Flood Zone area	Zone 2 & 3	The Central Lancashire & Blackpool Outline Water Cycle Study states that development within Flood Zone 2 should be restricted to the 'water compatible', 'less vulnerable' and 'more vulnerable' category (see Tables D.1-D.3 in PPS25 for definitions). It further states that development within High Probability Flood Zone 3a should be restricted to the water compatible or 'less vulnerable' uses to satisfy the requirements of the Sequential Test.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	Yes	

Land at Daub Hall Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village
	Rail service frequency	Without Station	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	expansion.
	Bus service frequency	1 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	3.2 to 5km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		Over 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Both indicators score in Band A – there is unlikely to be any issue with ground pollution and air pollution.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	There may be issues with access to employment facilities given the distance away. Employment would have to be accessed using public transport or a car.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site is a considerable distance away from training and further education facilities, so there may be issues with workforce training.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Schoolhouse Farm, Liverpool Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores fairly well in relation to this indicator. There is good access to most types of transport, and also to some local services.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	1.21-1.6 km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores well in relation to access to recreational facilities and local services, with both indicators being in Band A. Access to healthcare provision does not score well, with indicators scoring in Band C and Band D.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Both indicators score in Band A – there is unlikely to be any issue with ground pollution and air pollution.

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site is not close to any employment provision and as such does not promote sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 0.4km	Site scores well against this objective, with good access to further educational facilities, promoting a skilled workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

South of Chapel Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does score well in against this objective, given its proximity to the centre of Longton. However, the Council considers it important to retain open land in these areas.
	Rail service frequency	No service	
	Distance to nearest bus stop	Up to 0.4	
	Bus service frequency	6 or more	
	Distance to service centre	Up to 0.8	
	Distance to A Road junction	0.41 – 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	0.81 – 1.6km	
	Distance to convenience store	0.41 – 0.8 km	
	Distance to Post Office	0.41 – 0.8 km	
	In City or Town Centre	outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	0.8 to 1.6km	
	On a cycle route	no	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0.41 – 0.8 km	
S2	Distance to GP surgery	0.41 – 0.8 km	Site has good access to local healthcare and recreational facilities. It is a considerable distance to a hospital.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.81 – 1.2km	
	Distance to local centre	0.41 – 0.8km	
EN1	Designation of Land	Rural local service centre	The site scores well in relation to this objective. Five of the indicators fall within Band A. One indicator falls within Band B and one falls within Band C due to the agricultural classification of the land. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Within settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	no	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	All Zone 1	The site is not within a flood zone.
EN5	Contaminated land	Low	The site scores well in relation to this objective. Both of the indicators fall within Band A.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.81 – 1.2km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A or Band B.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Up to 1.6km	Site has good access to higher educational facilities.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Access to electricity	Yes	
	Existing road access	No	
	At risk from hazardous installations	No	

Land adjacent to The Fields

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Summarise the performance of the site against each SA objective.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	2.4 to 3.2km	
	On a cycle route	No	
	Distance to cycle route	1201-1600m	
S2	Distance to GP surgery	0.41 to 0.8km	Summarise the performance of the site against each SA objective.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	1.21 to 1.6km	
EN1	Designation of Land	Safeguarded Land	This site scores well in relation to this objective with all five of the seven indicators falling in Band A.
	Area of Separation	Outside	



SA Obj	Indicator	Site Performance	SA Comments
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	2	
EN2	Conservation Area	Outside	This site scores well in relation to this objective with all the indicators falling in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Summarise the performance of the site against each SA objective.
EN4	Flood Zone area	No	This site is no within a flood zone.
EN5	Contaminated land	Low	Summarise the performance of the site against each SA objective.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	This site scores well in relation to this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Summarise the performance of the site against each SA objective.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Long Moss Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0.41 to 0.8km	
	Bus service frequency	2-5 per hour	
	Distance to service centre	2.41 to 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	No	
Distance to cycle route	Over 1.6km		
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this objective and there may be issues with access to healthcare and local services. There is good access to local recreational facilities.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	1.61 to 3km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
Type of Location	Within Settlement		

SA Obj	Indicator	Site Performance	SA Comments
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 1.6km	Site is located away from employment provisions, and as such may not help promote sustainable economic growth or employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 3km	Site scores fairly well against this objective, and there is access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Church Lane/ Rear of Croston

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 to 3km	Site does not score well in relation to this objective. Three of the indicators fall within Band C due to the distance to a service centre, the distance to a supermarket and the distance to a secondary school. One indicator falls within Band D due to the distance to a railway station. Two of the indicators fall within Band E due to the in-frequency of the rail service and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	1.61 to 2.4km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		0.41 to 0.8km	
Distance to local centre		0.41 to 0.8km	
EN1	Designation of Land	Safeguarded Land	This site scores well against this objective with all but three of the indicators falling within Band A. The fact that the site is located on safeguarded land is not detrimental to the proposed use, neither is the fact that the site falls within Band C in terms of agricultural classification and it is located outside a settlement.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	2.41 to 3.2km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: Yes, subject to the provision of a sewer system and gas supplied.
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Possible - existing property in site entrance	
	At risk from hazardous installations	No	

South of Moss Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site scores well in relation to this objective, with only 1 indicator scoring below Band C. Site would have good access to sustainable transport provision, and to a range of local services.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	0.41 to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	On Edge	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	1.6 to 3.2km	
	On a cycle route	Within 400m	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site scores fairly well in relation to this objective. Site has good access to local recreational and leisure facilities, scoring in Band B for this indicator. Access to healthcare may cause some issues, as site scores in Band C for these indicators.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	Site scores well against this objective; with all but 2 of the indicators scoring in Band A. Site is unlikely to have any negative impact on biodiversity and local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Edge of Settlement	
EN2	Conservation Area	Outside	All of the indicators score in Band A for this objective – site is unlikely to have any negative impact on heritage assets.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D for this objective and therefore is not considered to be a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Site scores well in relation to this objective, with one indicator scoring Band A and the other Band C. There may be some issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	Site is well located in relation to employment provision – would help sustainable economic growth and employment. Indicators score in Band A.
	Access to Broadband	Yes	

SA Obj	Indicator	Site Performance	SA Comments
EC2	Distance to further/higher education	1.61 to 3.2km	Site has good access to educational facilities and would help promote training of workforce; scores in Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Leyland Lane/The Cawsey/Land South of Factory Lane

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	The site does score fairly well in relation to this objective. Development on this site does have access to local services. Two of the indicators fall within Band C. Two of the indicators fall within Band D due to the distance to an A road junction and to a supermarket. Two of the indicators fall within Band E due to the infrequent rail service and the site being located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	6 or more per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	0.81 to 1.6km	
	On a cycle route	Yes	
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	The site does score fairly well in relation to this objective. Two of the indicators fall within Band A and 1 indicator falls within Band B. There may be issues with access to local healthcare as 1 of the indicators falls within Band C.
	Distance to NHS general hospital	2.1 to 5km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Preston Urban Area/Key Service Centre	The site scores well in relation to this objective. All of the indicators fall within Band A. The site is unlikely to affect biodiversity or local landscape character.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	7 (Urban)	
EN2	Conservation Area	Outside	The site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 2 & 3	The site does not score well in relation to this indicator / objective, as it falls within Band D because it lies in Flood Zones 2 and 3.
EN5	Contaminated land	Low	The site scores well in relation to contamination and falls within Band A for this indicator. One indicator falls within Band C due to the proximity of the site to a congestion spot on the local highway network.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.4km	The site has good access to employment facilities and will help to promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	The site scores fairly well in relation to this objective. The indicator falls within Band B due to the proximity to further / higher education.
Deliverability Indicators	Access to sewer system	No	Is the site deliverable: No, as the site is at risk from hazardous installations.
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	



SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	Yes	

Chainhouse Lane/Church Lane/Coote Lane/Lodge Lane/Apsley House

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	1.61 to 2.4km	Site does not score well in relation to this objective. Development on this site does have access to local services. Three of the indicators fall within Band C due to the distance to a railway station, a post office and a secondary school. Two indicators fall within Band D due to the distance to a service centre and a supermarket. Two of the indicators fall within Band E due to the in-frequent rail service and the site is located outside a town centre.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	2.41 to 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.2km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.61 to 3.2km	
	On a cycle route	Yes	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	0.81 to 1.6km	The site does not score well in relation to this objective. Two of the indicators fall within Band C and one indicator falls within Band E. There may be issues with access to healthcare and to a local centre.
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Safeguarded Land	This site scores well against this objective with all but three of the indicators falling within Band A. The fact that the site falls within Band C in terms of agricultural classification and it is located outside a settlement is not detrimental, nor is the fact that the site is on safeguarded land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	The site is likely to have low levels of contamination, but it is located within 3km of a traffic congestion spot. Consequently, one indicator falls within Band A and the other indicator falls within Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	0.41 to 0.8km	Both of the indicators fall within Band A. Therefore, development on this site would satisfy this objective.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Pickering's Farm – part of site - safeguarded

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Up to 0.8km	Site scores well in relation to this objective. Eight of the indicators fall within Band A and two indicators fall within Band B. Two indicators fall within Band E, due
	Rail service frequency	4 or more/hour/direction	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to nearest bus stop	0-400m	to the in-frequent bus service and as the site is located outside a town centre. Development on this site does have access to local services and public transport.
	Bus service frequency	1 per hour	
	Distance to service centre	Up to 0.8km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	Up to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.41 to 0.8km	
	In City or Town Centre	Outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	Up to 0.8km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		2.1 to 5km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		Up to 0.4km	
EN1	Designation of Land	Safeguarded Land	This site scores well against this objective with all but three of the indicators falling within Band A. The fact that the site is located on safeguarded land is not detrimental to the proposed use, neither is the fact that the site falls within Band C in terms of agricultural classification and it is located outside a settlement.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Outside Settlement	
	Agricultural classification	3/5	
EN2	Conservation Area	Outside	Site would not have any negative impact on any listed buildings or any other heritage assets. All of the indicators fall within Band A.
	Ancient Monument on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	The site does not score well in relation to this indicator / objective, as it falls within Band D because it is a Greenfield site.
EN4	Flood Zone area	Zone 1	This site is not within a flood zone area.
EN5	Contaminated land	Low	Site scores well in relation to this objective.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.41 to 0.8km	Site has good access to employment facilities and will help promote sustainable employment and economic growth. Both indicators fall within Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 to 2.4km	Site scores well in relation to this objective. The indicator falls within Band B.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	No	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

#### Olive Farm

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	No services	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2 – 5 hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	outside	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	3.21 – 5km	
	On a cycle route	No	
	Distance to cycle route	1.21 – 1.6km	
S2	Distance to GP surgery	Over 3km	Site does not score well in relation to this objective and there may be issues with access to healthcare. There is good access to local recreational facilities and local services.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 – 0.8 km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	greenbelt	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Edge	
	Agricultural classification	3	
EN2	Conservation Area	No	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be

SA Obj	Indicator	Site Performance	SA Comments
	Within 3km of a congestion spot	No	issues with air pollution.
EC1	Distance to employment site	Over 1.6km	Site is located away from employment provisions, and as such may not help promote sustainable economic growth or employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site scores does not score well against this objective, and there are issues access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at Branch Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site scores reasonably well in terms of its access to some types of transport methods. However, access to local services does not score well in the sustainability appraisal.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	0.81 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Over 5km	
	On a cycle route	No	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to cycle route	0-400m	
S2	Distance to GP surgery	0.81 to 1.6km	Site does not score well in relation to this indicator. There may be issues with access to healthcare, recreational provision and local services.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	Indicators score in Band C and Band A. There may be some issues with ground contamination.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Up to 0.4km	Site has good access to employment facilities and will help promote sustainable economic growth and employment. Indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Access to training and higher educational facilities may be an issue, site scores in Band D for this objective.
ability Indicator	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	

SA Obj	Indicator	Site Performance	SA Comments
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land at end Northern Avenue

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	Without	
	Distance to nearest bus stop	0.41 to 0.8km	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	Over 5km	
	On a cycle route	No	
	Distance to cycle route	801-1200m	
S2	Distance to GP surgery	Over 3km	Site does not score well in relation to this objective and there may be issues with access to healthcare and local services. There is good access to local recreational facilities.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Over 1.6km	



SA Obj	Indicator	Site Performance	SA Comments
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	No	
	SSSI	No	
	Biological/ Geological Heritage Site	No	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Medium	There may be issues with ground pollution, which would need to be remediated prior to development, and air pollution. Both indicators score in Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	1.21 to 1.6km	Site scores reasonably well, with indicators scoring in Band A and Band C. Fair access to employment, helping promote sustainable economic growth and employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 - 5km	Site scores fairly well against this objective, and there is access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Marfield

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	0-400m	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	Over 3km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	3.21-5km	
	On a cycle route	No	
Distance to cycle route	0-400m		
S2	Distance to GP surgery	1.61 to 3km	Site does not score well in relation to this objective and there may be issues with access to healthcare and local services. There is good access to local recreational facilities.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	0.81 to 1.2km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
Type of Location	Within Settlement		

SA Obj	Indicator	Site Performance	SA Comments
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There is unlikely to be an issue with ground pollution but there may be issues with air pollution. Indicators score in Band A and Band C.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Site has good access to employment facilities and will help promote sustainable economic growth and employment. Indicators score in Band A.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21-5km	Site scores fairly well against this objective, and there is access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Orchard Gardens

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to service centre	Over 3km	

SA Obj	Indicator	Site Performance	SA Comments
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	1.21 to 1.6km	
	In City or Town Centre	Outside	
	Distance to Primary School	0.8 to 1.6km	
	Distance to Secondary School	3.2 to 5km	
	On a cycle route	No	
	Distance to cycle route	401-800m	
	S2	Distance to GP surgery	
Distance to NHS general hospital		Over 10km	
Distance to public open space/park		Up to 0.4km	
Distance to local centre		1.21 to 1.6km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Inside Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	

SA Obj	Indicator	Site Performance	SA Comments
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Site is located near employment provisions, and as such may help promote sustainable economic growth or employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	Site scores poorly against this objective, and there may be issues with access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land west of Liverpool Old Road

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well in relation to this objective. However, this is the case in all of the sites in the smaller rural villages. Despite this, it is important to safeguard land in these areas for future village expansion.
	Rail service frequency	Without Station	
	Distance to nearest bus stop	401-800m	
	Bus service frequency	None	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.81 to 1.2km	

SA Obj	Indicator	Site Performance	SA Comments
	In City or Town Centre	Outside	
	Distance to Primary School	0.4 to 0.8km	
	Distance to Secondary School	1.6 to 2.4km	
	On a cycle route	No	
	Distance to cycle route	1601m+	
S2	Distance to GP surgery	1.61 to 3km	Site does not score well in relation to this objective and there may be issues with access to healthcare and local services. There is good access to local recreational facilities.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Safeguarded Land	Site scores reasonably well against this objective. Most sites in this area have some agricultural value, but land must be available to assist the growth of the village.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within Settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	Site scores well in relation to this objective and is unlikely to have a negative impact on any heritage asset. All indicators score in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Greenfield	Site scores in Band D and is therefore not a sustainable use of resources.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	Both indicators score in Band A – there is unlikely to be any issue with ground pollution and air pollution.
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	0.81 to 1.2km	Site has good access to employment facilities and will help promote sustainable economic growth and employment. Indicators score in Band A and Band B.

SA Obj	Indicator	Site Performance	SA Comments
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 to 5km	Site scores fairly well against this objective, and there is access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Limited	Is the site deliverable: Yes
	Access to water	Limited	
	Access to gas	Limited	
	Access to electricity	Limited	
	Existing road access	Yes	
	At risk from hazardous installations	No	

Land off Spinney Close

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Site does not score well against this objective. However, this is true of any possible site in New Longton given its location and facilities.
	Rail service frequency	No service	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 hour	
	Distance to service centre	2.41 – 3 km	
	Distance to A Road junction	1.61 – 3km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 – 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.4km	
	In City or Town Centre	outside	
	Distance to Primary School	0.41 - 0.8km	
	Distance to Secondary School	3.21-5km	
	On a cycle route	No	
	Distance to cycle route	Over 1.6km	
S2	Distance to GP surgery	Up to 0.4km	Site has good access to local healthcare and recreational facilities. It is a considerable distance to a

SA Obj	Indicator	Site Performance	SA Comments
	Distance to NHS general hospital	Over 10km	hospital, but 3 of the 4 indicators for this objective score in band A.
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Up to 0.4km	
EN1	Designation of Land	Rural local service centre	This site scores well in relation to this objective with five of the seven indicators falling in Band A. The remaining 2 indicators score in Band B and Band C.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	Within settlement	
	Agricultural classification	3	
EN2	Conservation Area	Outside	This site scores well in relation to this objective with all the indicators falling in Band A.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	greenfield	Site is Greenfield and therefore does not score well for this objective.
EN4	Flood Zone area	Zone 1	Site is not within a flood zone.
EN5	Contaminated land	Low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	1.21 – 1.6 km	Site is located away from employment provisions, and as such may not help promote sustainable economic growth or employment.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	1.61 – 3.2km	Site scores fairly well against this objective, and there is access to training facilities for the workforce
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	



SA Obj	Indicator	Site Performance	SA Comments
	At risk from hazardous installations	No	

## APPENDIX 6 – SA PROFORMA'S OF TWO SCHOOL SITES

Holland House

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 – 3km	Site does not score well against this objective. However, as site is proposed for a school, it does not need to be close to local services. Site is in a residential area and not immediately close to any existing educational provision.
	Rail service frequency	4 or more	
	Distance to nearest bus stop	0.41 – 0.8 km	
	Bus service frequency	6 or more	
	Distance to service centre	1.61- 2.4km	
	Distance to A Road junction	0.81 – 1.6km	
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 – 3 km	
	Distance to convenience store	0.81 – 1.2km	
	Distance to Post Office	1.21 – 1.6km	
	In City or Town Centre	edge	
	Distance to Primary School	0.81 – 1.6km	
	Distance to Secondary School	1.61 – 3.2km	
	On a cycle route	No	
Distance to cycle route	0.81 – 1.2km		
S2	Distance to GP surgery	1.61 – 3km	Site does not score well against this objective, with 3 of the 4 indicators being in Band C or less.
	Distance to NHS general hospital	Over 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston urban area	Site scores well against this objective and as such is an ideal development site.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	

SA Obj	Indicator	Site Performance	SA Comments
	Type of Location	Within settlement	
	Agricultural classification	none	
EN2	Conservation Area	Outside	Site scores well for this objective with all indicators scoring in Band A. Site is therefore not likely to have any negative impact on a heritage asset.
	Ancient Monument on site	No	
	Registered Park or Garden	No	
	Listed Building on site	No	
	Locally Listed Building on site	no	
EN3	Current/former land use	Greenfield	Site is Greenfield and therefore does not score well.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Up to 0.8km	Site is located close to local employment provisions, and as such may help promote sustainable economic growth or employment.
	Access to Broadband	yes	
EC2	Distance to further/higher education	Over 5km	Site doesn't score well against this objective, and there may be issues with access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	

## Walton Park

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	2.41 – 3km	Site does not score well against this objective. However, as site is proposed for a school, it does not need to be close to local services.
	Rail service frequency	2-3 trains an hour	
	Distance to nearest bus stop	Up to 0.4	
	Bus service frequency	6 or more	
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 – 0.8km	
	Distance to motorway junction	over 3km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Over 1.6km	
	In City or Town Centre	Edge	
	Distance to Primary School	0.81 – 1.6km	
	Distance to Secondary School	0.81 – 1.6km	
	On a cycle route	No	
Distance to cycle route	Up to 0.4km		
S2	Distance to GP surgery	1.61 – 3km	Site does not score well against this objective, with 3 of the 4 indicators being in Band C or less.
	Distance to NHS general hospital	5.1 – 10km	
	Distance to public open space/park	up to 0.4km	
	Distance to local centre	Over 1.6km	
EN1	Designation of Land	Preston urban area	Site scores well against this objective and as such is an ideal development site.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Type of Location	within settlement	
	Agricultural classification	none	

SA Obj	Indicator	Site Performance	SA Comments
EN2	Conservation Area	Outside	Site scores well for this objective with all indicators scoring in Band A. Site is therefore not likely to have any negative impact on a heritage asset.
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	greenfield	Site is Greenfield and therefore does not score well.
EN4	Flood Zone area	No	Site is not within a flood zone.
EN5	Contaminated land	Low	There would be no issue with ground pollution, site scores in Band A for this objective. There may be issues with air pollution.
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site	Over 3km	Site is not located to employment provisions, however, for a school, this is not necessary.
	Access to Broadband	Yes	
EC2	Distance to further/higher education	3.21 – 5km	Site doesn't score well against this objective, and there may be issues with access to training facilities for the workforce.
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water	Yes	
	Access to gas	Yes	
	Access to electricity	Yes	
	Existing road access	Yes	
	At risk from hazardous installations	No	