

# Central Lancashire Local Plan

## Strategic Housing and Economic Land Availability Assessment (SHELAA)

### Appendix 6: Preston Site Profiles

January 2025



## Schedule of Preston Site Profiles

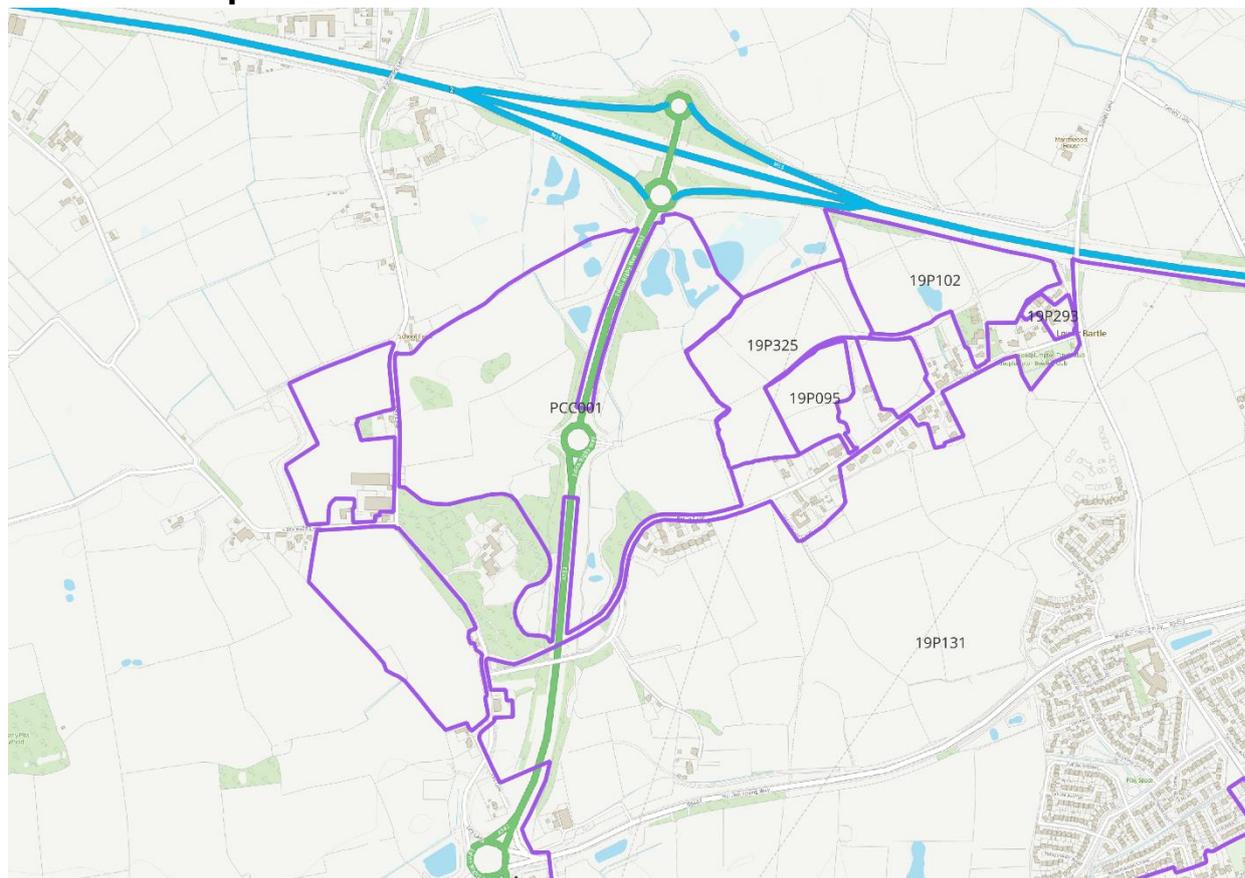
SHELAA Ref	Allocation Ref	Address	Settlement	Ward	Profile Number	Page Number
PCC001	SS3	Land at Bartle	Preston Main Urban Area	Preston Rural North	1	1
PCC002	HS4.1	Former Whittingham Hospital	Goosnargh	Preston Rural East	2	4
PCC003	HS4.2	Land off Riversway & West of Dodney Drive	Preston Main Urban Area	Lea and Larches	3	7
19P005	SS4	Fulwood Barracks	Preston Main Urban Area	Garrison	4	10
19P012	EC3.1	Former Alstom Works and Wider Site	Preston Main Urban Area	Ashton/City Centre	5	13
19P031	SS5	West Preston	Preston Main Urban Area	Ingol and Cottam/Lea & Larches	6	17
19P035	HS4.3	Land at Eastway	Preston Main Urban Area	Preston Rural East	7	21
19P042	HS4.4	Cardwell Farm	Barton	Preston Rural North	8	24
19P051	HS4.5	Land off Ribbleton Hall Drive	Preston Main Urban Area	Ribbleton	9	27
19P061	HS4.6	Former Horrocks Mill	Preston Main Urban Area	City Centre	10	30
19P075	HS4.7	The Larches	Preston Main Urban Area	Lea & Larches	11	33
19P078	HS4.8	115 Church Street	Preston Main Urban Area	City Centre	12	36
19P080	HS4.9	37-41 Church Street	Preston Main Urban Area	City Centre	13	39
19P083	HS4.10	Moor Park Depot	Preston Main Urban Area	Deepdale	14	42
19P089	HS4.11	Former Tulketh High School	Preston Main Urban Area	Cadley	15	45
19P095	SS3	Land to the Rear of Laburnum House Farm and Northwest of Bartle Lane	Preston Main Urban Area	Preston Rural North	16	48
19P098	HS4.12	Land at Cottam Hall	Preston Main Urban Area	Ingol and Cottam	17	51
19P102	SS3	Land Adjoining Mayors Farm	Preston Main Urban Area	Preston Rural North	18	54
19P104	HS4.13	Heather Moor, Cumeragh Lane	Longridge	Preston Rural East	19	57
19P105	HS4.14	Gorlands, Whittingham Road	Longridge	Preston Rural East	20	60

SHELAA Ref	Allocation Ref	Address	Settlement	Ward	Profile Number	Page Number
19P131	SS3	North West Preston	Preston Main Urban Area	Preston Rural North/East, Greyfriars	21	63
19P141	EC3.2	Preston East Junction 31A M6	N/A	Preston Rural East	22	66
19P142	EC3.3	11 Roman Road Farm	N/A	Ribbleton	23	69
19P144	HS4.15	Lancashire Fire and Rescue HQ	Preston Main Urban Area	Greyfriars	24	72
19P155	HS4.16	Brethrens Meeting Room	Preston Main Urban Area	Ashton	25	75
19P156	HS4.17	Land North of Tom Benson Way	Preston Main Urban Area	Ingol and Cottam	26	78
19P161	HS4.18	Former St Joseph's Orphanage	Preston Main Urban Area	City Centre	27	81
19P162	HS4.19	Avenham Street Car Park	Preston Main Urban Area	City Centre	28	84
19P165	HS4.20	Grimshaw Street/Queen Street	Preston Main Urban Area	City Centre	29	87
19P166	HS4.21	Former Byron Hotel	Preston Main Urban Area	City Centre	30	90
19P178	EC3.4	Riversway	Preston Main Urban Area	Ashton/ Lea & Larches	31	93
19P184	HS4.22	Mount Street/Garden Street	Preston Main Urban Area	City Centre	32	97
19P199	HS4.23	Former Perrys Car Showroom	Preston Main Urban Area	St Matthews	33	100
19P227	HS4.24	The Sumners	Preston Main Urban Area	Garrison/Deepdale	34	103
19P279	HS4.25	25 & 27 / Rear of 25-31 Whittingham Lane	Broughton	Preston Rural East	35	106
19P287	HS4.26	Former Gasworks	Preston Main Urban Area	St Matthews	36	109
19P293	SS3	PR4 0RX	Preston Main Urban Area	Preston Rural North	37	112
19P309	HS4.27	50 Lancaster Road	Preston Main Urban Area	City Centre	38	115
19P311	HS4.28	10 to 12 Lancaster Road	Preston Main Urban Area	City Centre	39	118
19P312	HS4.29	Corner of Manchester Road and Church Street	Preston Main Urban Area	City Centre	40	121
19P318	HS4.30	Tulketh Crescent	Preston Main Urban Area	Ashton	41	124
19P325	SS3	Balderstone Farm	Preston Main Urban Area	Preston Rural North	42	127

# Site Profile 1

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	PCC001 (19P025)
<b>Site Address</b>	Land at Bartle, Preston		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	45.1	<b>Capacity</b>	1100

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Agriculture/farming, hotel, residential
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	Yes, 06/2020/0888 outline permission for 1100 units

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services, Metric 5: High level analysis of trip rates and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and

presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permissions at the site.

United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - Green – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – six known ordinary watercourse onsite (1062.57m). 3.48% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	3.47
1 in 100 year (Area %)	6.21
1 in 1000 year (Area %)	14.21

No. of flooding reports on site

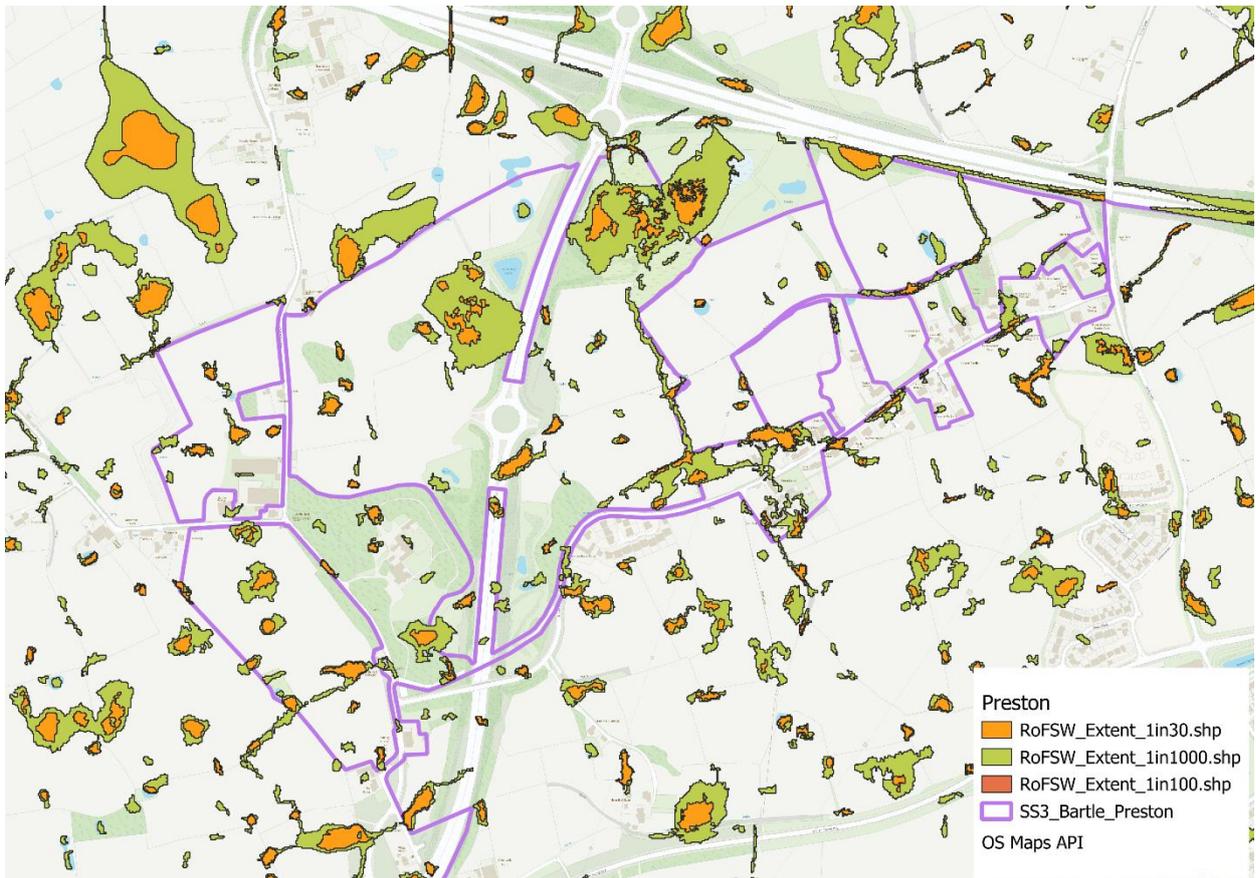
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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## Landscape & Ecology

**HRA** – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

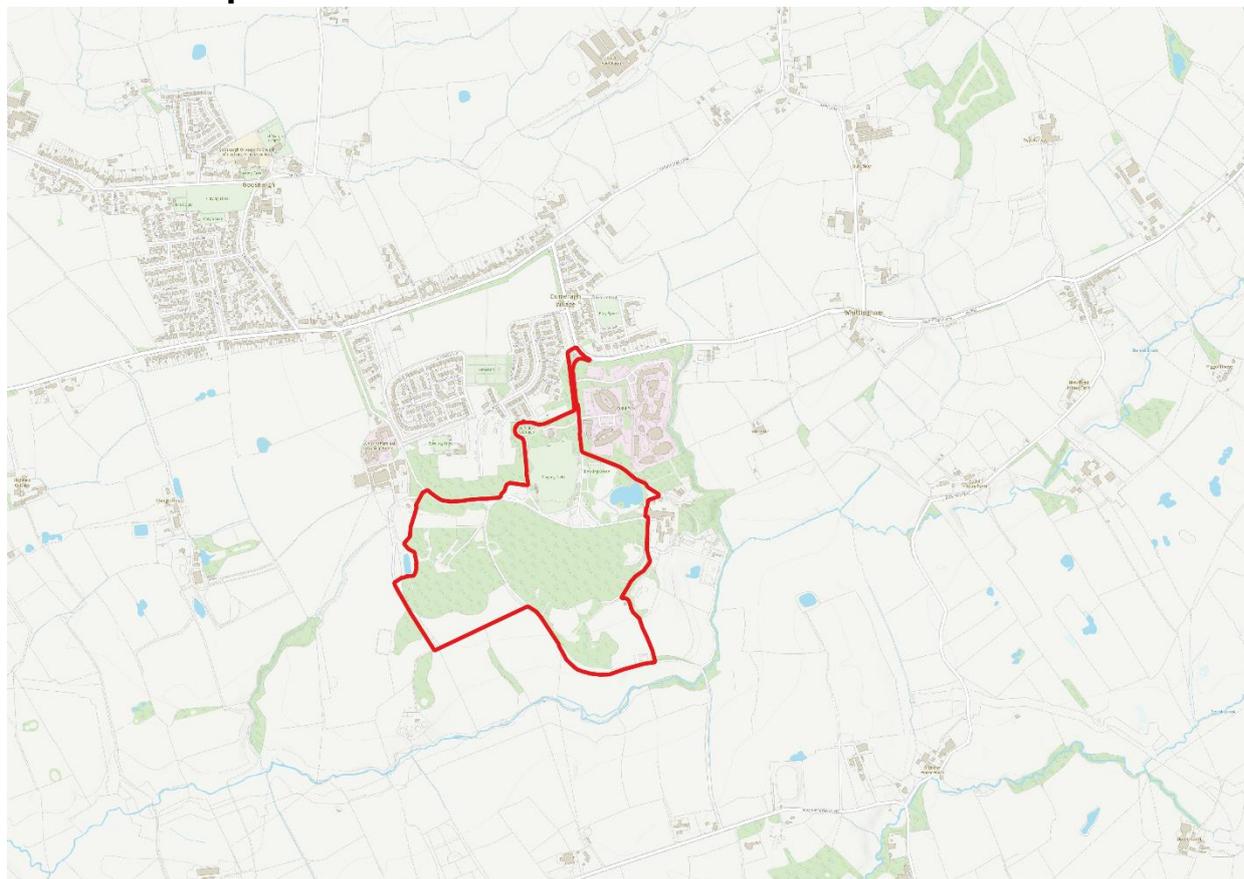
- See requirements set out in Policy SS3
- Issues identified will have been addressed as part of planning permission granted (06/2020/0888).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

## Site Profile 2

<b>Allocation Reference</b>	HS4.1	<b>SHELAA Ref(s)</b>	PCC002 (19P048)
<b>Site Address</b>	Former Whittingham Hospital (remainder of the site)		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	Goosnargh
<b>Site Area (Ha)</b>	31.24	<b>Capacity</b>	477

### Location Map



### Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential, sports club
<b>Current Allocations/Designations?</b>	Whittingham Mixed Use Policies EP1 and HS1.15 and AD1(a) Existing residential areas in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	Yes, 06/2019/0365 outline permission with capacity for 477 units

### Infrastructure

#### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy – site has planning permission.

#### Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permissions at the site.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – 4 known ordinary watercourses onsite (22.07m). 3.54% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	99.86
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0.14

### Surface Water Flooding

1 in 30 year (Area %)	3.54
1 in 100 year (Area %)	4.73
1 in 1000 year (Area %)	8.52

No. of flooding reports on site 

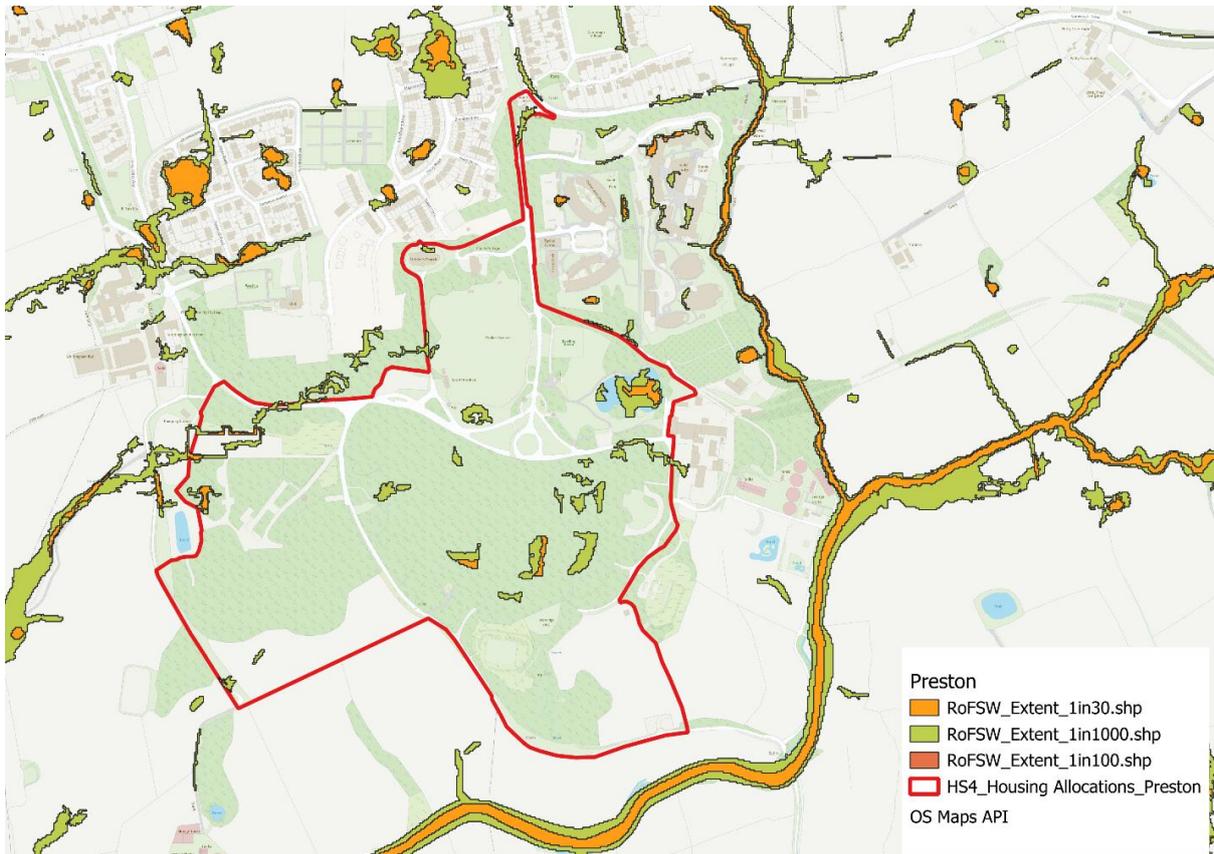
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No. of flooding reports within 50m 

0
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No. of flooding reports within 100m 

0
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## Landscape & Ecology

**HRA** – Low - Approximately 12.4km northeast of Ribble and Alt Ramsar site, at the closest point. Approximately 17.4km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area of grassland and priority deciduous woodland with paths running through the site. The northern section of the site is comprised of a playing field and bowling green which are highly managed. The southern area of grassland is less managed and comprises farmland. A large pond site at the eastern side of the site and an area of bare ground sits at the western side. Areas of woodland surround the edges of the site and are scattered throughout the site. Bordered by grassland and fields to the east, south, and west, and residential areas and hardstanding to the north.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

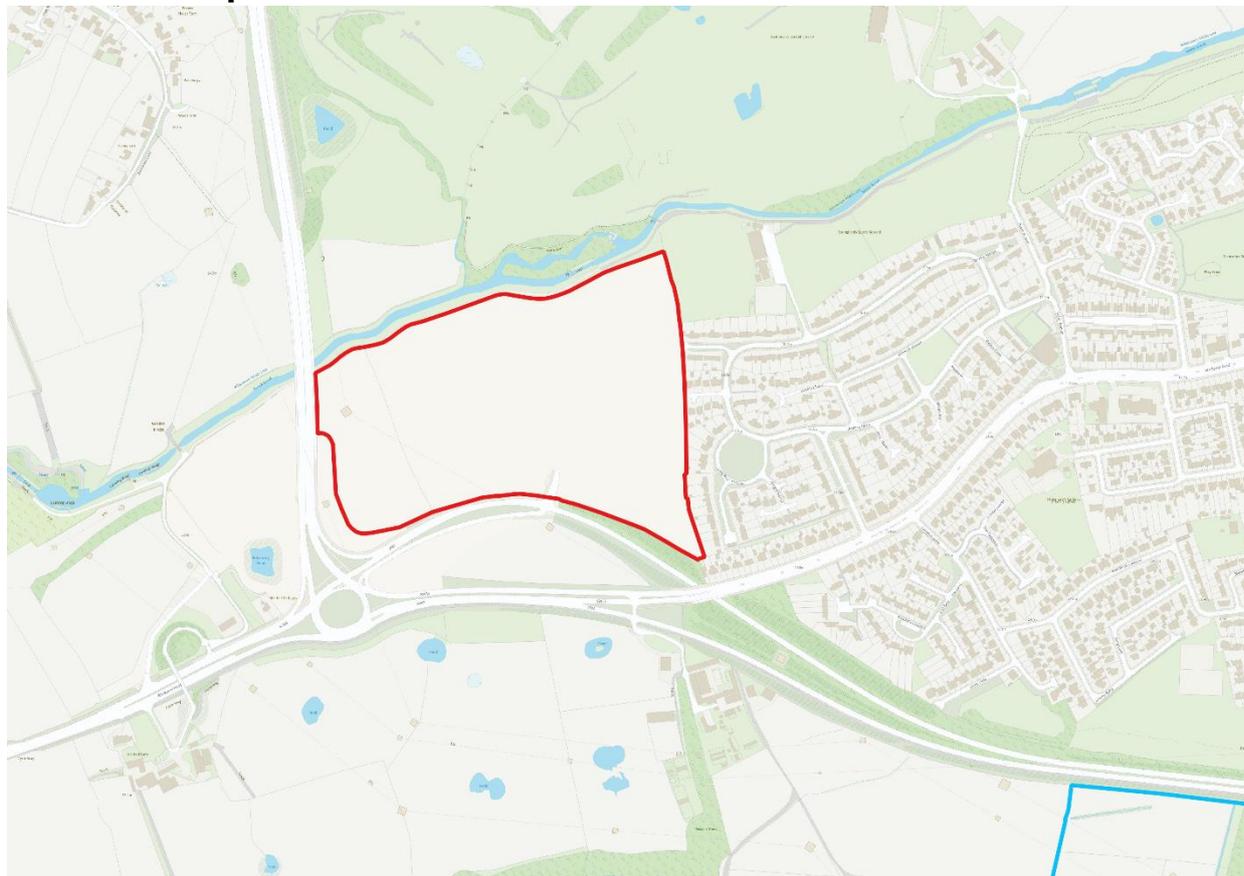
Issues identified will have been addressed as part of Planning permission granted (06/2019/0365).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

## Site Profile 3

<b>Allocation Reference</b>	HS4.2	<b>SHELAA Ref(s)</b>	PCC003 (19P026)
<b>Site Address</b>	Land off Riversway & West of Dodney Drive, Lea		
<b>Ward</b>	Lea and Larches	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	14.5	<b>Capacity</b>	280

### Location Map



### Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, golf club
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	Bloor Homes North West
<b>Timescale</b>	1-5
<b>Existing Planning Permission?</b>	Yes, 06/2022/1177 RM permission for 280 units (under construction)

### Infrastructure

#### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permission at the site.

United Utilities – Onsite modelled sewer flood risk and sewer flooding in the vicinity of the site.

## Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourses onsite. 0.48% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	89.26
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	10.74

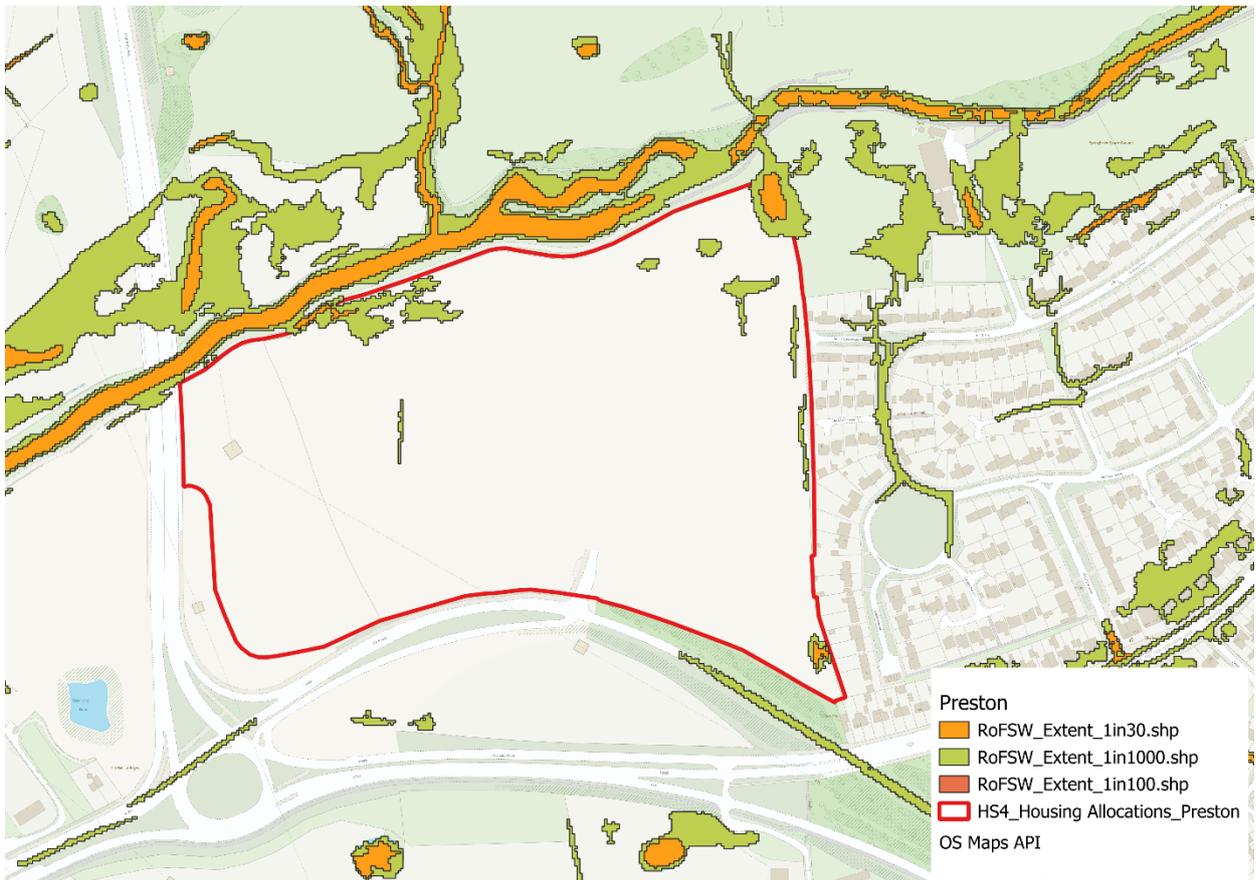
### Surface Water Flooding

1 in 30 year (Area %)	0.48
1 in 100 year (Area %)	0.79
1 in 1000 year (Area %)	3.23

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



**Landscape & Ecology**

HRA – Moderate - Approximately 13.8km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 16km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 2.9km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Two fields separated by a low hedge and track. The eastern field is an arable field, and the western field consists of grassland and bare ground, previously being used for the construction of the adjacent road. Bordered by Riversway Road to the south, Edith Rigby Way to the west, the Savick Brook to the north and residential areas to the east. Set to the west of the urban area of Lea and within a wider network of fields and grassland. The priority habitat coastal and floodplain grazing marsh is present at the north of the site.

**Sustainability Appraisal Summary**

Site has planning permission.

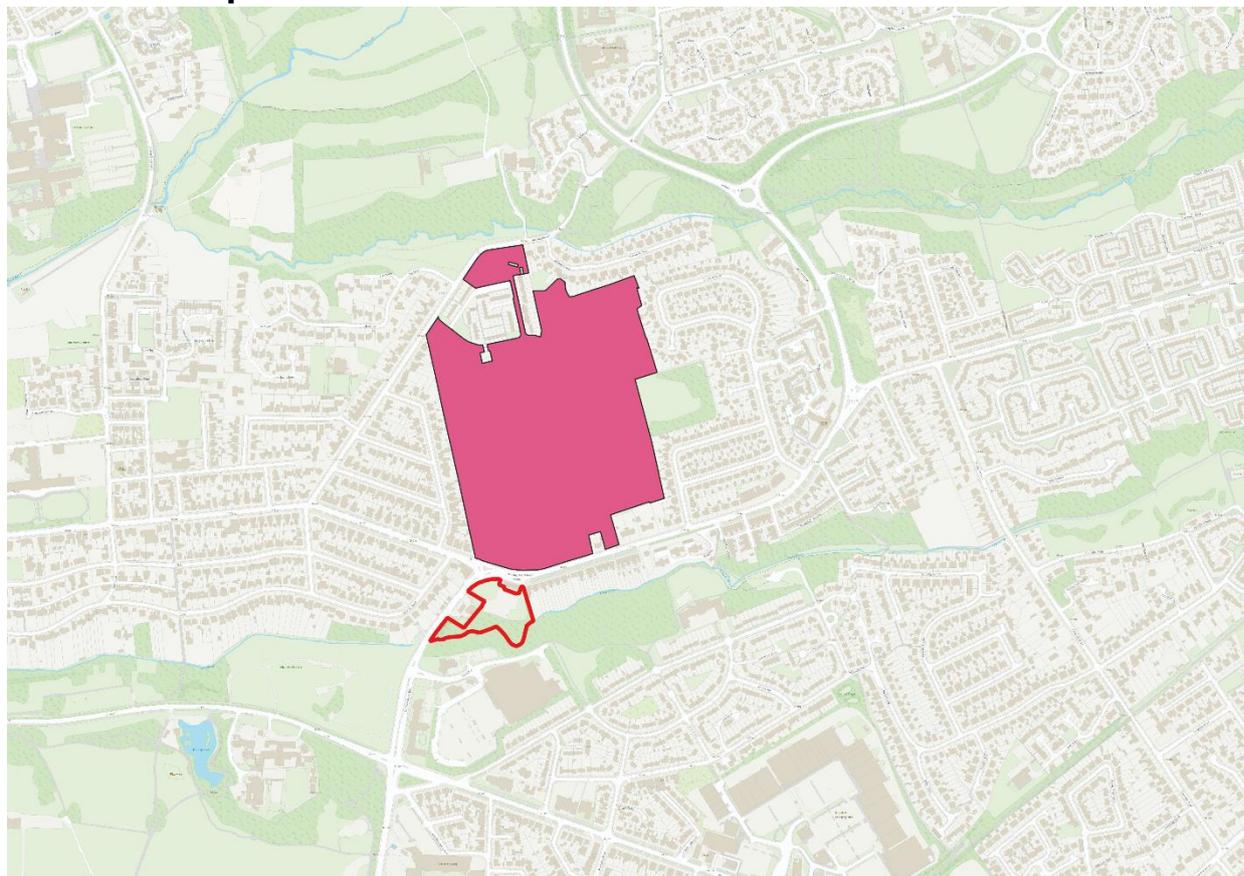
**Requirements (and Masterplan if applicable)**  
 Issues identified will have been addressed as part of planning permission granted (06/2022/1177).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission and under construction</i>

# Site Profile 4

<b>Allocation Reference</b>	SS4	<b>SHELAA Ref(s)</b>	19P005
<b>Site Address</b>	Fulwood Barracks, Watling Street Road, Fulwood, Preston, PR2 8AA		
<b>Ward</b>	Garrison	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	16.5	<b>Capacity</b>	300

## Location Map



## Site Details

<b>Current Use</b>	Brownfield. Defence base is still operational. Part Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential
<b>Current Allocations/Designations?</b>	Part EP2 Existing Employment, and part EN8 Conservation Areas in 2012 Local Plan.
<b>Known Developer Interest?</b>	MOD led
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highway - Primary access will be from Watling Street Road. Opportunities exist east of the historic gatehouse. Secondary access will be off Arroyo Way. There are bus stops and good standard of footways on Watling Street Road. Primary school and GP within 1 mile.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The

site was rated red for three of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.

United Utilities – Onsite modelled sewer flood risk and record of sewer flooding in the vicinity of the site. Pressurized water main, wastewater network structures, pressurised sewer, gravity sewer, easement, UU right of way and UU property within boundary.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - Amber - Numerous listed buildings on site and Fulwood Conservation Area.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0.39% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

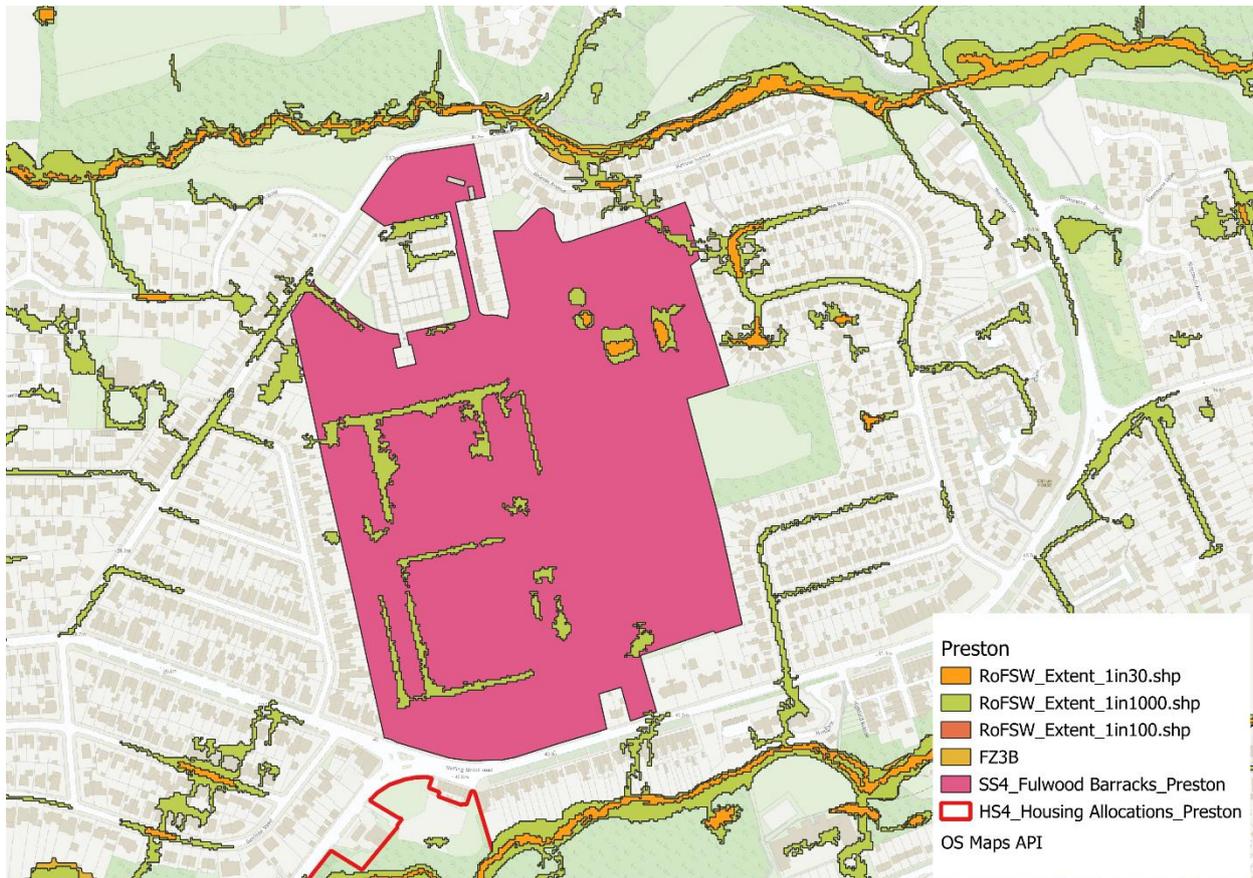
### Surface Water Flooding

1 in 30 year (Area %)	0.39
1 in 100 year (Area %)	1.4
1 in 1000 year (Area %)	6.64

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

Contamination- North Eastern part of site covered by landfill consultation zone.  
HRA – Low - Approximately 8.9km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 17.4km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An urban area consisting of grassland, scattered trees, buildings, and hardstanding. Areas of grassland sit at the east of the site and hardstanding and buildings sit at the west of the site. The site is surrounded by residential areas and lines of trees to the east. A small pocket of woodland sits at the north of the site. Grasslands are managed as lawns.

## Sustainability Appraisal Summary

The site mainly has positive effects. Potential negative effects include Air Quality, Water (due to Source protection zones covering around half of Preston) and Historic Environment due to the listed building on site which would require sympathetic redevelopment.

### Requirements (and Masterplan if applicable)

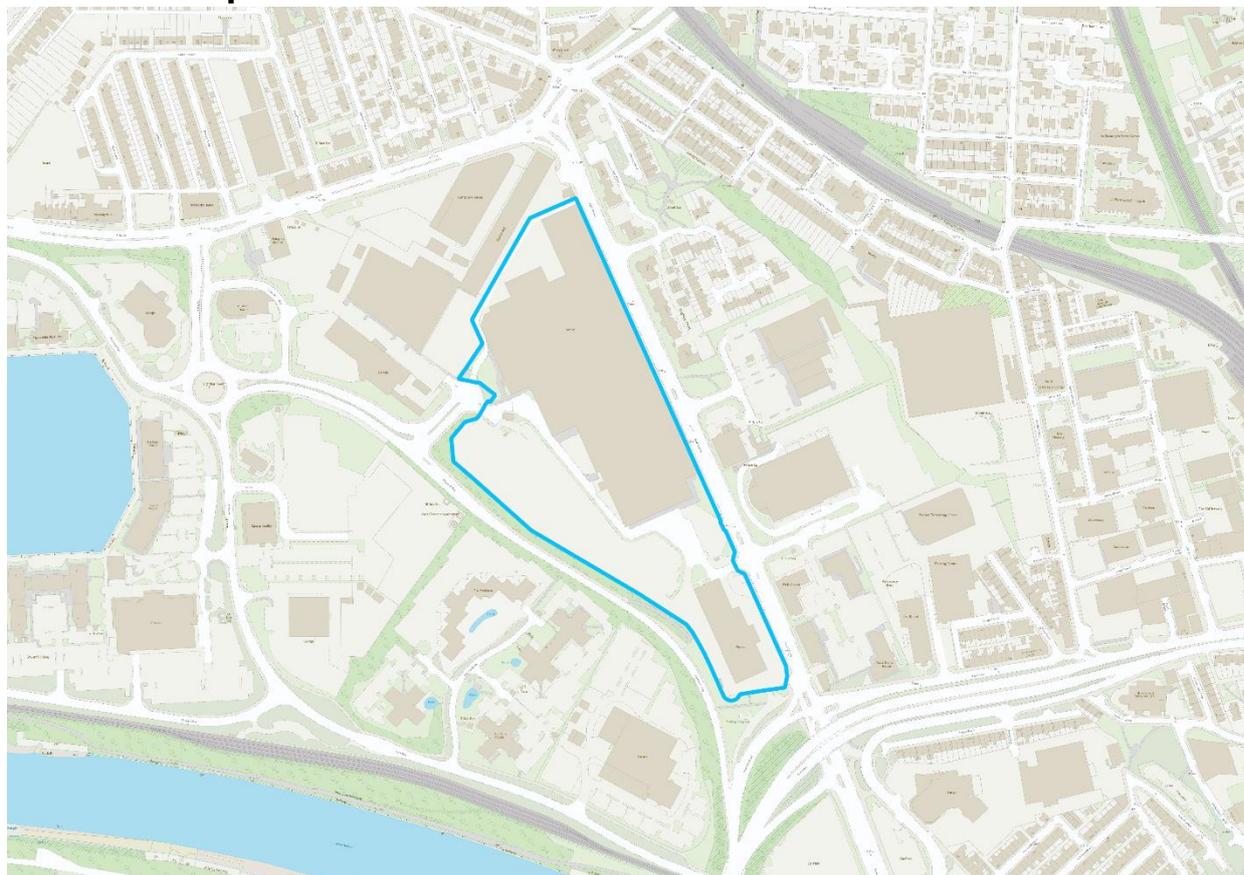
- See requirements set out in Policy SS4
- Detailed site specific HIA required for this site

<b>Recommendation</b>	<i>Allocate site for housing.</i>
<b>Justification</b>	<i>Suitable, available (following decommissioning by MoD) and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

## Site Profile 5

<b>Allocation Reference</b>	EC3.1	<b>SHELAA Ref(s)</b>	19P012 (19P198)
<b>Site Address</b>	Former Alstom Works and Wider Site, Channel Way, Preston, PR1 8XL		
<b>Ward</b>	Ashton/ City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	6.35	<b>Current Use</b>	Brownfield

### Location Map



### Site Details

<b>Current Allocations/Designations?</b>	EP2: Existing Employment Sites in the 2012 Local Plan
<b>Known Developer Interest?</b>	Site subject to several ongoing property leases of 10-15 years but with vacant spaces
<b>Existing Planning Permission?</b>	See above

### Site Assessment

<b>Access to labour/services</b>	Existing services in place within site/industrial estate
<b>Market attractiveness</b>	Scores highly for location in Employment Study
<b>Potential future use(s)</b>	E(g), B2
<b>Proximity to urban area</b>	Scores highly for location and access in Employment Study
<b>Compatibility with Adjoining/Surrounding Uses</b>	Surrounded by other existing employment sites and adjacent to Riversway

## Infrastructure

### Highways/Transport

LCC Highways – The existing site could have a greater level of impact at the established Strand Road access. There is an opportunity to overcome access deficiencies on Strand Road, in its closure or reconfiguration with right turn storage provision. Closest bus stops on Port Way and Mariners Way (every 15-30 mins). 1 mile to local centre.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 4: existing high-volume movement flows/capacity hot spots. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities.

United Utilities – On-site modelled sewer flood risk. Record of onsite sewer flooding. Site with a pressurised water main, gravity sewer and wastewater network structure within the boundary.

### Heritage/Archaeology

A Heritage Impact Assessment has been completed on this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Green - No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B -Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – no known ordinary watercourses onsite. 0.16% of the site is at high risk of surface water flooding.

Environment Agency – flood zone 2

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

#### Surface Water Flooding

1 in 30 year (Area %)	0.16
1 in 100 year (Area %)	1.18
1 in 1000 year (Area %)	7.15

No. of flooding reports on site

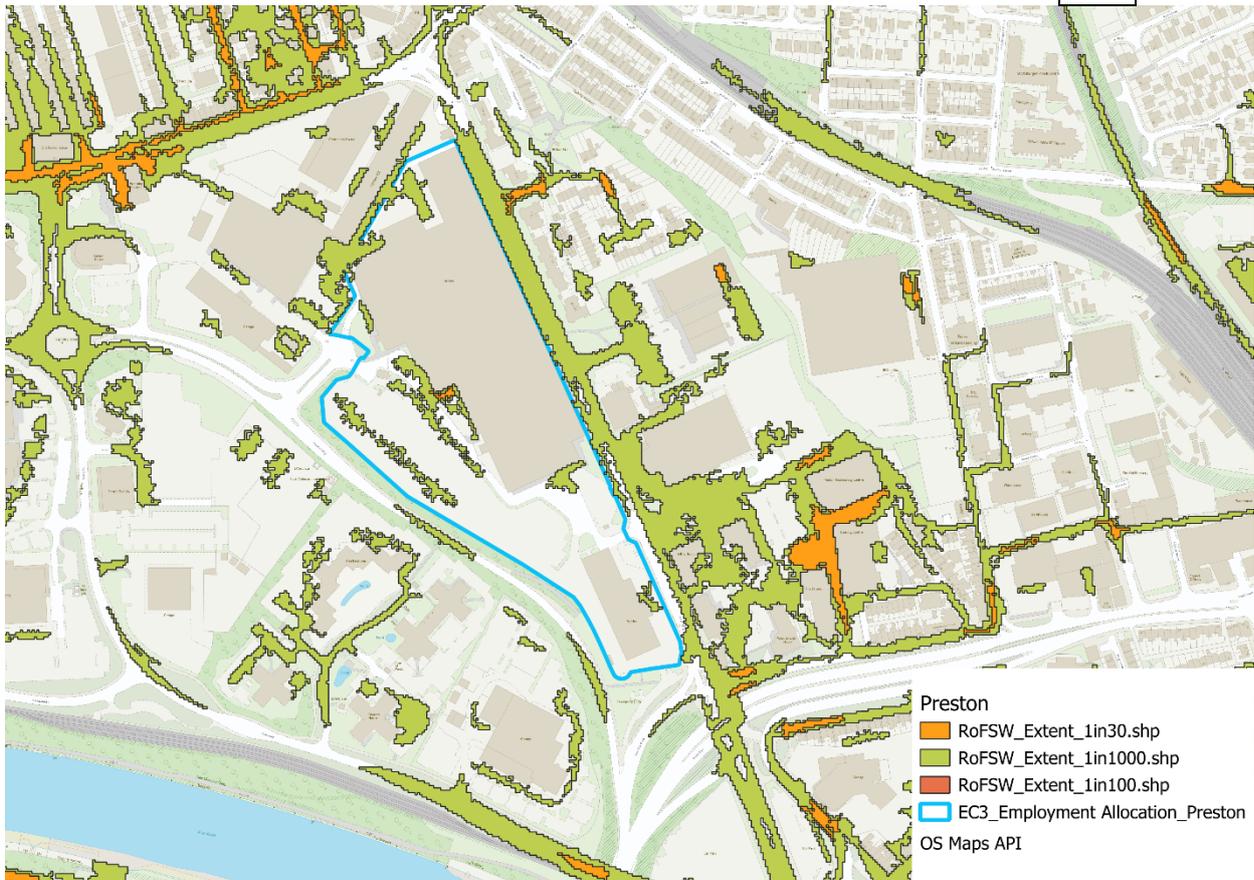
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No. of flooding reports within 50m

0

No. of flooding reports within 100m

0



## Landscape & Ecology

Gas distribution pipes and buffer run down the southwestern boundary of the site. Site is within the HSE Risk Zone for hazardous installations/ pipes. There is potential for ground contamination to be present from the various works present on site and originating from a historic chimney, tanks and railway tracks' and for the site to pose a 'moderate/low' risk to future uses.

HRA – Negligible - Approximately 6.6km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 16.8km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. Brownfield site consisting mostly of hardstanding and buildings. Bordered by Strand Road to the east, Channel Way to the south and further urban areas to the north. Set within an urban area of Preston.

## Sustainability Appraisal Summary

The site mainly has positive effects. The only certain negative effect is air quality; however, it is considered that this impact can be mitigated.

### Requirements (and Masterplan if applicable)

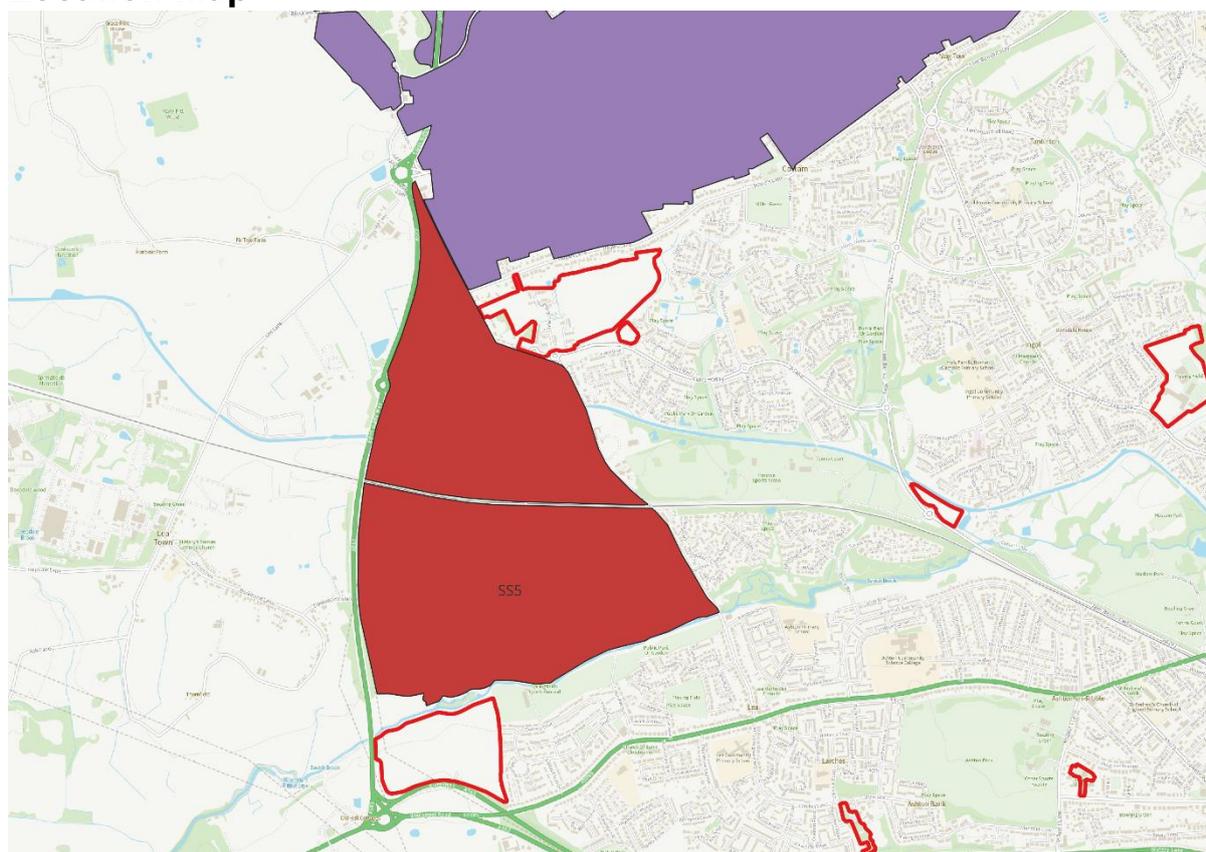
- Consultation with United Utilities
- Transport Assessment and Travel Plan
- See detailed HIA for mitigation measures where required
- The frontage of English Electric Works must be retained
- See detailed Level 2 SFRA for issues that must be addressed

<b>Recommendation</b>	<i>Allocate site for employment</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 6

<b>Allocation Reference</b>	SS5	<b>SHELAA Ref(s)</b>	19P031
<b>Site Address</b>	Land West of Cottam and East of Preston Western Distributor.		
<b>Ward</b>	Lea and Cottam	<b>Settlement</b>	Preston Main Urban Area
<b>Total Site Area (Ha)</b>	155.5	<b>Dwelling Capacity</b>	1850
<b>Site Area for Employment (Ha)</b>	77.75	<b>Site Area for Housing (Ha)</b>	77.75

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, Golf Course, UCLan Cottam Campus
<b>Current Allocations/Designations?</b>	Mainly EN1 Open Countryside, with areas of EN2 Green Infrastructure, EN10 Biodiversity and Nature Conservation, EN10 Wildlife corridor, EN10 Biological Heritage sites, and Mineral safeguarding areas in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	5-15+
<b>Existing Planning Permission?</b>	Part of site has permission (06/2022/1011 – subject to S106)

## Employment - Site Assessment

<b>Access to labour/services</b>	Good service availability with good quality environmental setting.
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<b>Market attractiveness</b>	Good proximity to strategic highway network and local routes. A highly flexible site.
<b>Potential future use(s)</b>	E(g), B2, B8
<b>Proximity to urban area</b>	Within Preston Main Urban Area
<b>Compatibility with Adjoining/Surrounding Uses</b>	Adjacent to new and existing housing development. Adjacent to UCLan Cottam Campus. Proposed new train station within the site.

## Infrastructure

### Highways/Transport

LCC Highways – large number of access opportunities (e.g. A582, B5468) but require necessary works. Public transport frequency and accessibility distances depend on the location within the site. Poor footways on some existing routes.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport

Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities.

United Utilities – On-Site Modelled Sewer Flood Risk and record of sewer flooding in the vicinity of the site. Site at risk from reservoir flooding. A detailed assessment should be undertaken.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Amber** - Lots of Grade II assets nearby

## Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – 16 known ordinary watercourses onsite (4643.27m). 1.99% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	94.47
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	5.53

### Surface Water Flooding

1 in 30 year (Area %)	1.99
1 in 100 year (Area %)	3.6
1 in 1000 year (Area %)	9.03

No. of flooding reports on site 

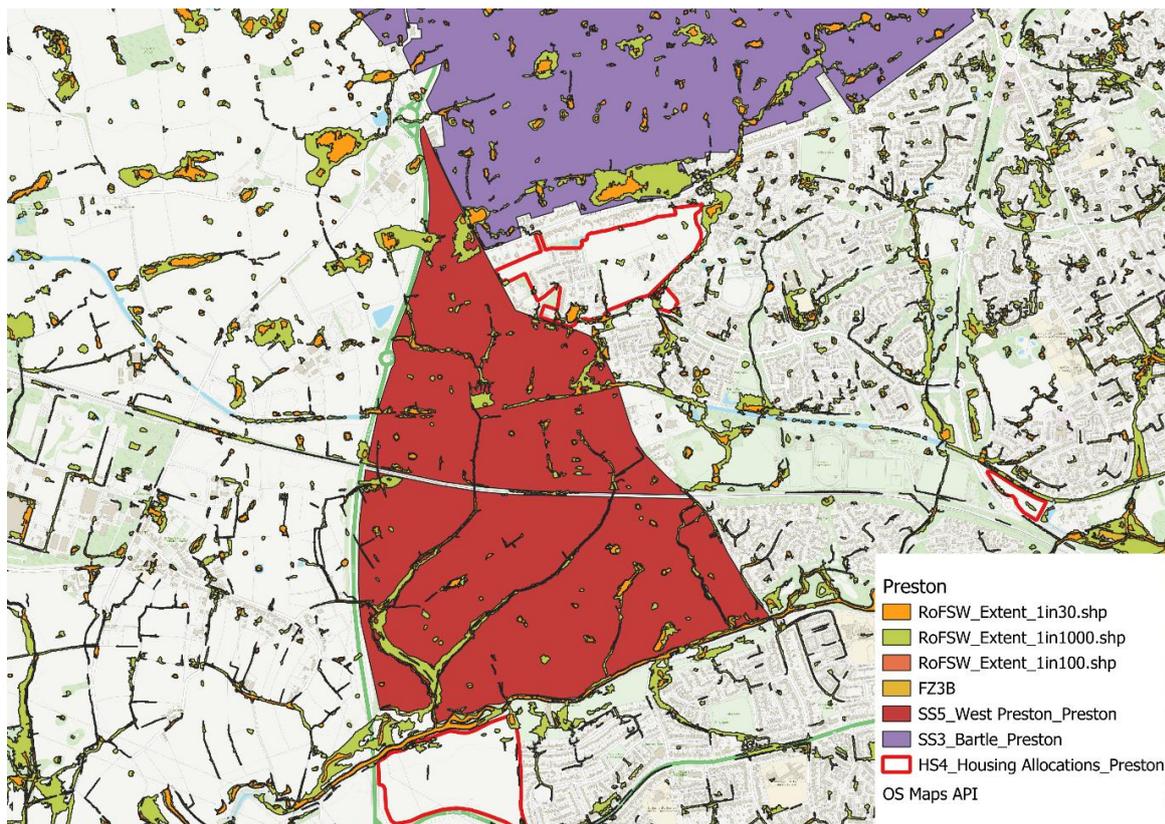
2
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No. of flooding reports within 50m 

4
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No. of flooding reports within 100m 

5
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### Landscape & Ecology

Pylons and overhead wires down western edge of site. Small strip of biological heritage site and Public Right of Way.

**HRA** – Moderate - Approximately 3.2km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 12.1km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 16.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. A large area of arable and pasture fields surrounded by hedgerows and scattered trees with over ten small ponds. New tree planting is present at the north of the site. A golf course sits at the south of the site with small pockets of woodland surrounding its boundaries. Various dwellings, farm buildings, and small areas of hardstanding are present across the site. The Lancaster canal, a railway track, and various small roads run through the site. The Savick Brook runs to the south of the site, Edith Rigby Way and Lea Road border the site to the west and east respectively, and Sidgreaves borders the site to the northeast. The urban areas of Preston sit to the east of the site and larger areas of fields sit to the west of the site. Priority habitats are present on and adjacent to the site including small areas of traditional orchard and coastal and floodplain grazing marsh.

## Sustainability Appraisal Summary

The site has positive effects for sustainable supply of housing and employment land, access to and provision of appropriate social infrastructure as well as promoting sustainable modes of transport and education. Aside from flooding risk (which has been addressed through the Level 2 SFRA), other negative effects are uncertain. These include biodiversity, water quality, landscape and historic environment, although it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

- See requirements set out in Policy SS5

<b>Recommendation</b>	<i>Allocate site for mixed-use (Strategic Site – SS5)</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 7

<b>Allocation Reference</b>	HS4.3	<b>SHELAA Ref(s)</b>	19P035
<b>Site Address</b>	Land at Eastway		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	4.3	<b>Capacity</b>	56

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, public house/restaurant, hotel, M55
<b>Current Allocations/Designations?</b>	IN3 Park & Ride Sites in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways – Multiple options for access. Good standard of footways along Mericourt Road. Local services accessible with 0.7 miles.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 1: Average commuter travel mode split, Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes, Metric 4: Existing high-volume movement

flows/capacity hotspots and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

There are no utilities passing directly through the site and therefore no associated easements. However multiple services are located outside the perimeter of the site within D'Urton Lane. A new substation and sewerage may be required, depending on take up of capacity from surrounding schemes.

United Utilities - pressurised water main within the boundary.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no ordinary watercourses onsite. 1.05% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

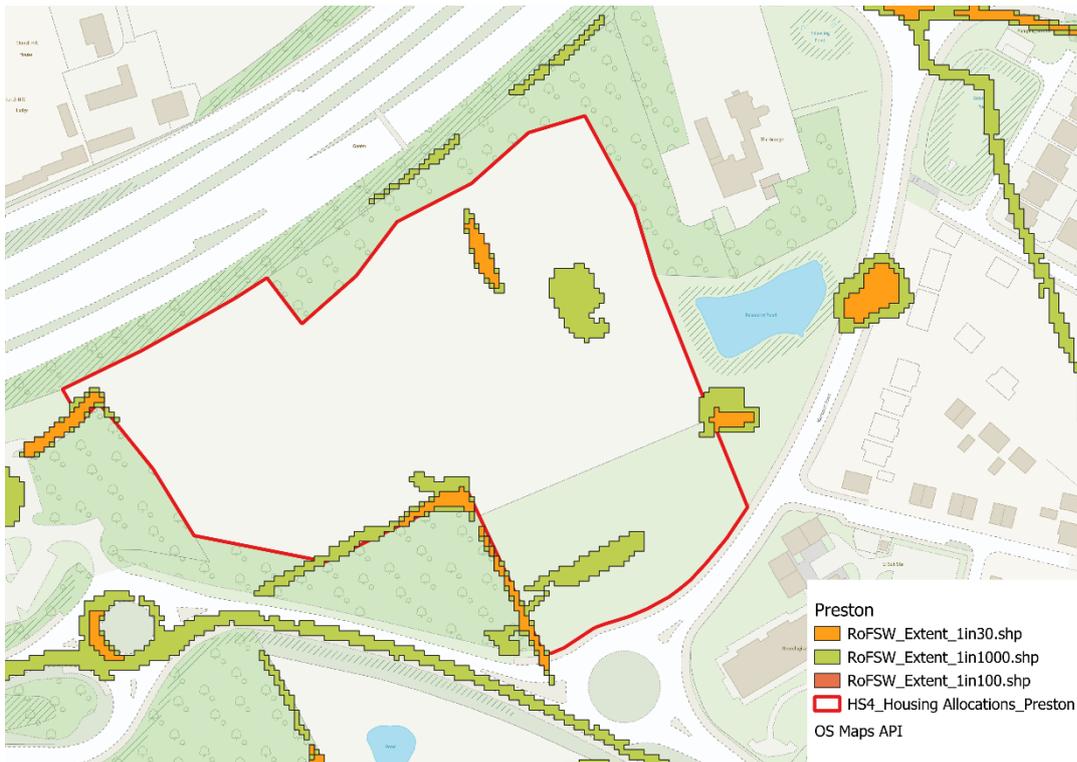
### Surface Water Flooding

1 in 30 year (Area %)	1.07
1 in 100 year (Area %)	1.86
1 in 1000 year (Area %)	5.6

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Low - Approximately 9km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 15.1km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area of grassland with a line of trees and scrub in the southern end of the site. Surrounded by small areas of woodland, the Preston Bypass to the north, Mericourt Road to the southeast, D’Urton Lane to the northeast, and an area of woodland to the west. The site is set at the north of the urban area of Fulwood and to the south of a larger area of farmland and fields.

## Sustainability Appraisal Summary

The site has positive effects on health and well-being, social infrastructure and sustainable transport. Negative effects include air quality and flood risk; however, it is considered that these effects can be mitigated.

### Requirements (and Masterplan if applicable)

- See detailed Level 2 SFRA for issues that must be addressed
- The site is a suitable affordable housing and/or extra care allocation and could accommodate residential units along with open space/sports pitch provision.
- Consultation with United Utilities due to pressurised water main

### Recommendation

*Allocate site for housing and ‘other’ uses’*

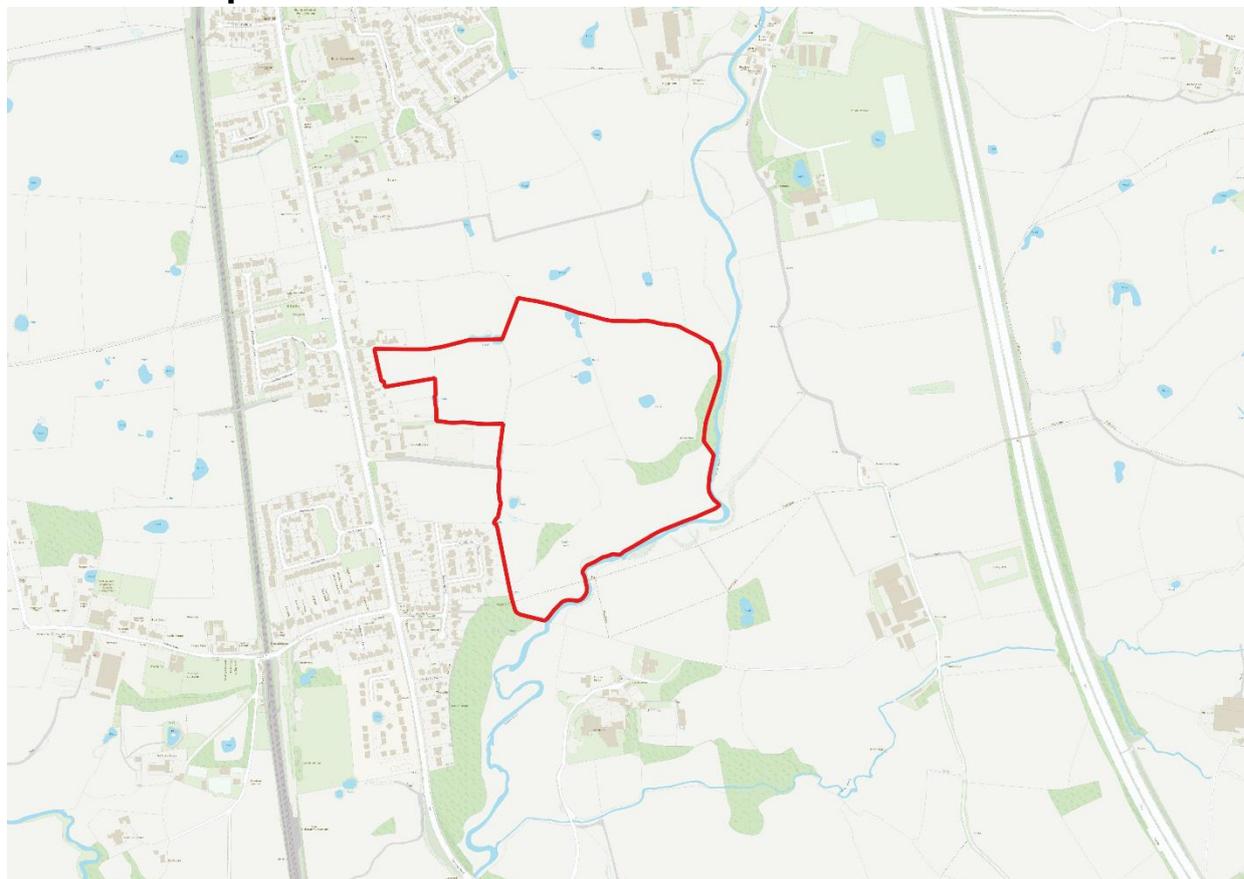
### Justification

*Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.*

## Site Profile 8

<b>Allocation Reference</b>	HS4.4	<b>SHELAA Ref(s)</b>	19P042 (19P059)
<b>Site Address</b>	Cardwell Farm, Garstang Road, Preston, PR3 5DR		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Barton
<b>Site Area (Ha)</b>	20.2	<b>Capacity</b>	151

### Location Map



### Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential and open Countryside
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in 2012 Local Plan
<b>Known Developer Interest?</b>	Yes (Wainhomes)
<b>Timescale</b>	Under Construction, expected to be built out within the period 0-10years.
<b>Existing Planning Permission?</b>	06/2022/0644 hybrid. Full for 47 units, outline for 104 units

### Infrastructure

#### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 1: Average commuter travel mode split, Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport scheme and Metric 6: Proximity to key attractors The overall

Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities - sewer/sewers within the Boundary.

## Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England – **Green** - No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – 3 ordinary watercourses onsite (232m). 1.76% of the site is at high risk of surface water flooding.

Environment Agency – Flood zone 3, flood zone 2, main river, Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

### Flood Zone Coverage

Flood Zone 1 (Area %)	93.83
Flood Zone 2 (Area %)	1.21
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	4.96

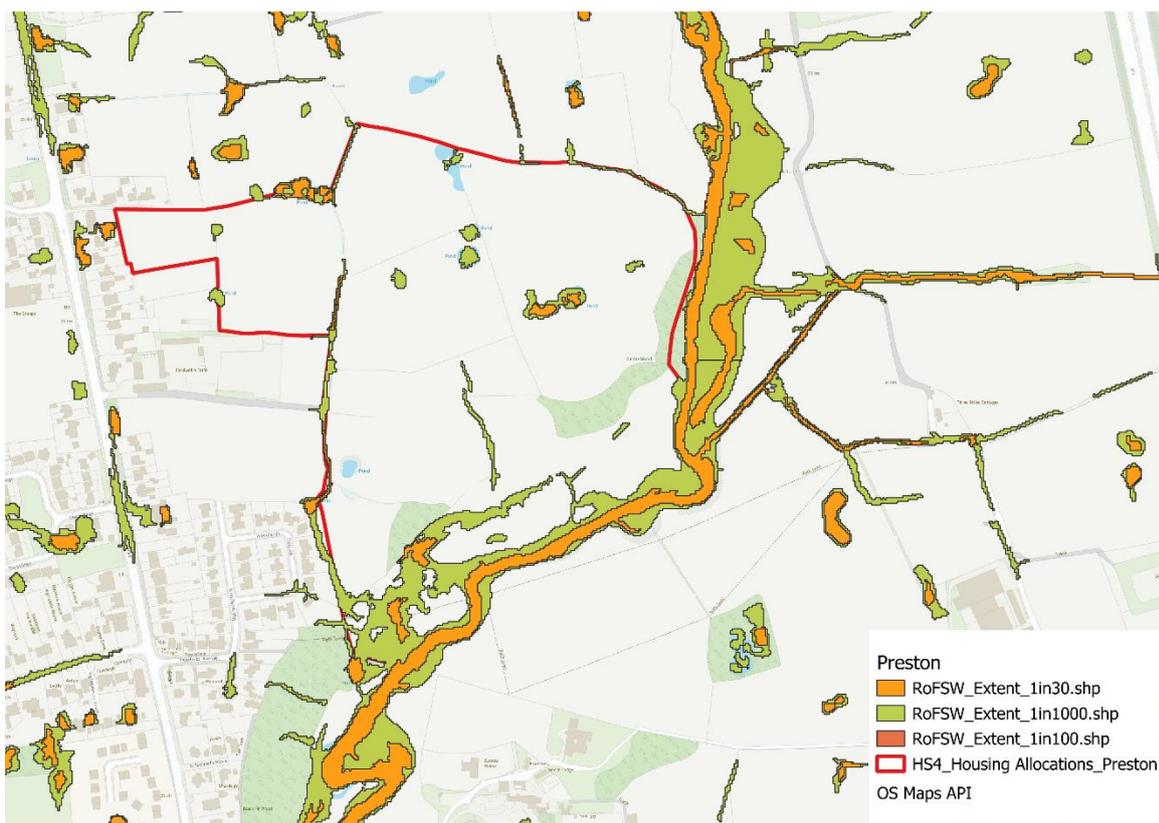
### Surface Water Flooding

1 in 30 year (Area %)	1.76
1 in 100 year (Area %)	3.3
1 in 1000 year (Area %)	10.12

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Moderate - Approximately 12.8km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area consisting of approximately eight arable fields with hedgerows, lines of trees, a pocket of priority deciduous woodland, and approximately two ponds. The Barton Brook runs directly to the south of the site. The site sits within a wider area of farmland and fields and is surrounded by grassland, small residential areas and small pockets of woodland.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

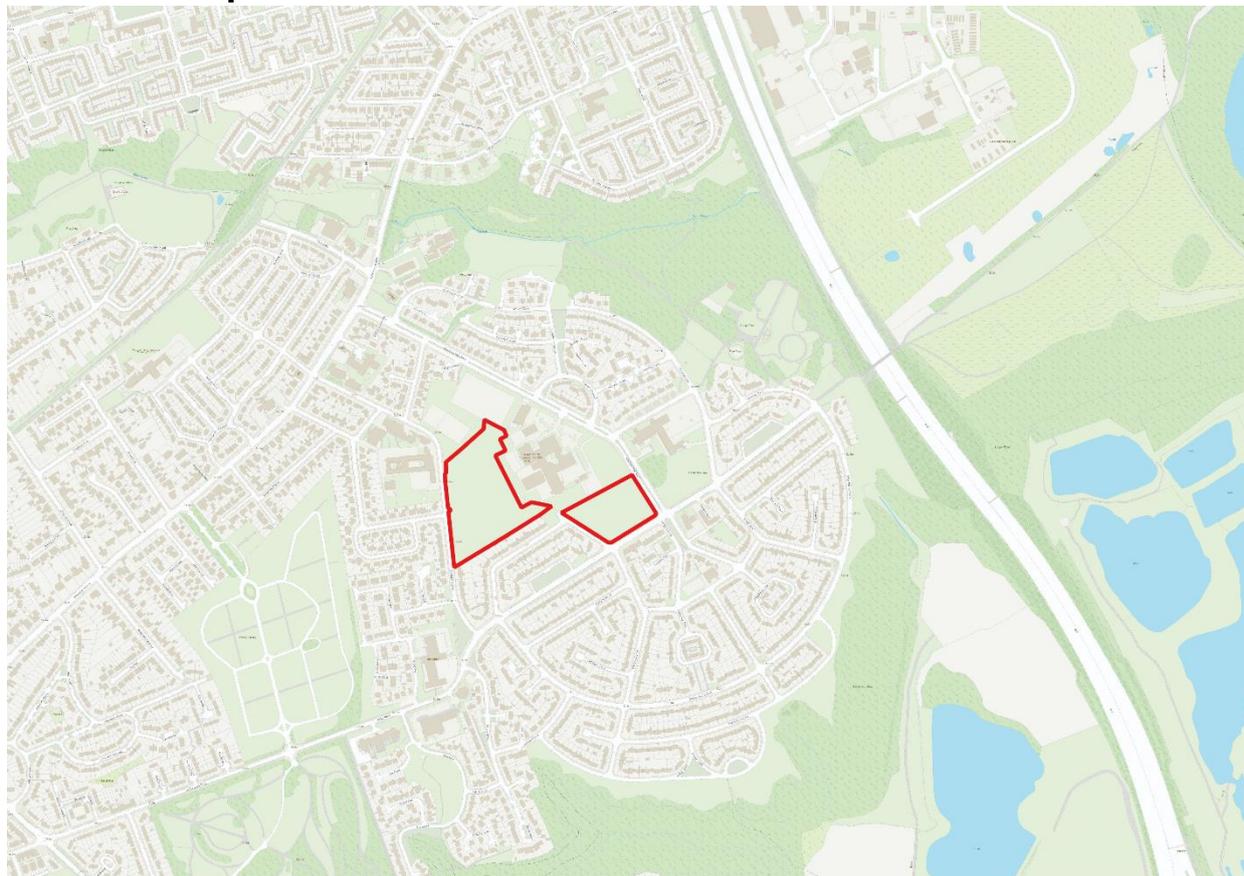
Issues identified will have been addressed as part of planning permission granted (06/2022/0644).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 9

<b>Allocation Reference</b>	HS4.5	<b>SHELAA Ref(s)</b>	19P051
<b>Site Address</b>	Land off Ribbleton Hall Drive		
<b>Ward</b>	Ribbleton	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	3.6	<b>Capacity</b>	97

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential and Schools
<b>Current Allocations/Designations?</b>	EN2 Green Infrastructure in 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	11+ Years
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Access could be gained from Pope Lane, Farrington Lane, and Ribbleton Hall Lane. No congestion issues of significance at access points. Wider network suffers from moderate-heavy congestion. Public transport within 400m (every 15-60 minutes) and footways present around/ leading to the site. Local centre, primary school and GP all within 1 mile of the site.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 3: Access to proposed local transport schemes and Metric 6: Proximity to key attractions. The overall Strategy highlights areas

where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities - sewer/sewers within the boundary

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0.01% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0.02
1 in 100 year (Area %)	0.04
1 in 1000 year (Area %)	1.57

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



**Landscape & Ecology**

HRA – Low - Approximately 10.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 19.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Two areas of grassland surrounding a community high school. The areas of grassland are surrounded by hedgerow with scattered trees. The site is bordered by the school to the north and east, residential areas to the south, Ribbleton Hall Drive to the east, and Farrington Lane to the west. Set at the edge of the urban area of Preston.

**Sustainability Appraisal Summary**

The site has positive effects including reducing levels of deprivation and crime, health and well-being, social infrastructure, sustainable transport, flood risk and land resources. Air quality has been highlighted as a minor negative effect, it is considered any impact can be mitigated.

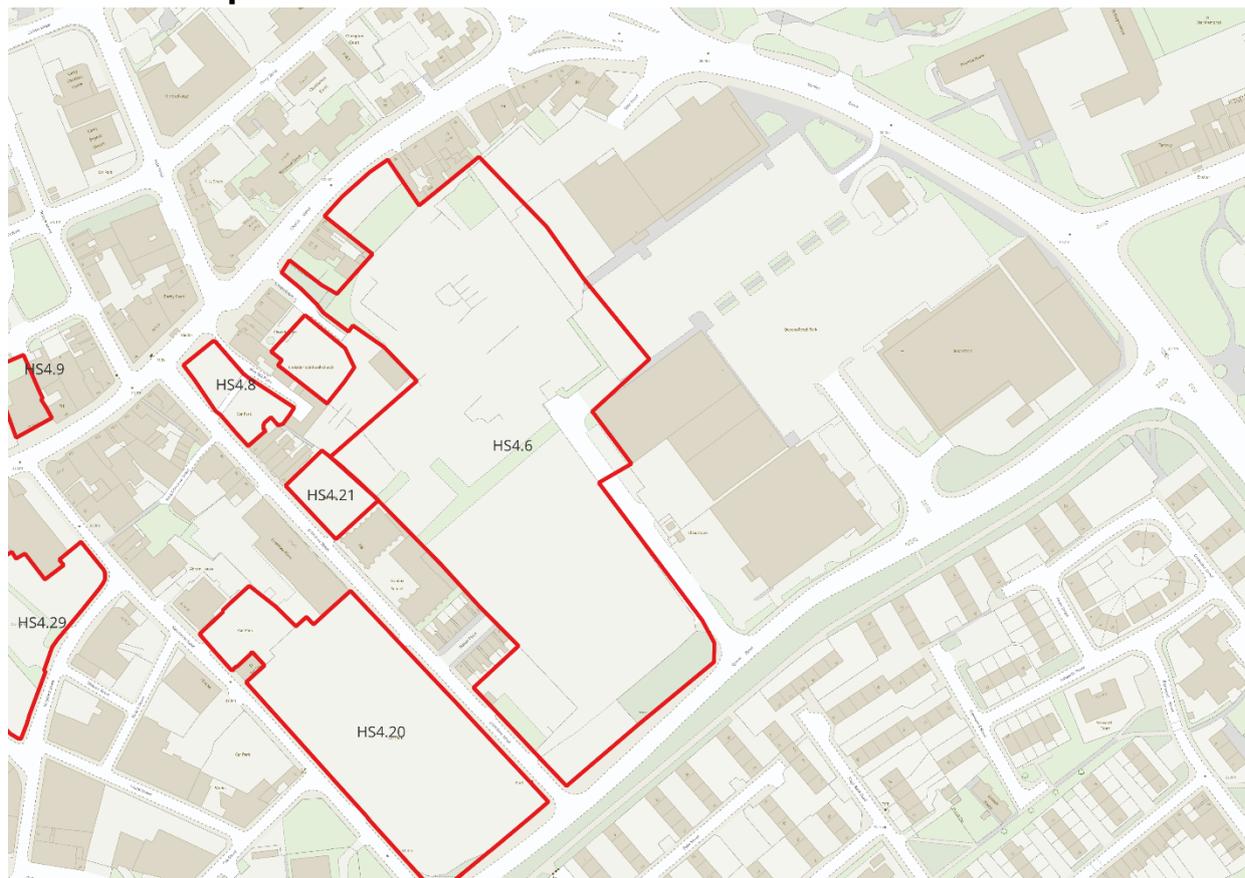
<b>Requirements (and Masterplan if applicable)</b>	
<ul style="list-style-type: none"> <li>• See detailed Level 2 SFRA for issues that must be addressed</li> <li>• Consultation with United Utilities due to sewer(s)</li> <li>• Site only suitable for housing due to sensitive receptors surrounding the site</li> <li>• Consultation with Environment Agency due to Source Protection Zone</li> </ul>	

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 10

<b>Allocation Reference</b>	HS4.6	<b>SHELAA Ref(s)</b>	19P061
<b>Site Address</b>	Horrocks Mill, Queen Street		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Total Site Area (Ha)</b>	2.77	<b>Dwelling Capacity</b>	380
<b>Site Area for Retail (sqm)</b>	900	<b>Site Area for Housing (Ha)</b>	1.39

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Retail park, residential, car park
<b>Current Allocations/Designations?</b>	OP5 Horrocks Opportunity area in City Centre Plan
<b>Known Developer Interest?</b>	Onward Homes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	Outline Planning permission for 380 units 06/2023/0818

## Infrastructure

### Highways/Transport

LCC Highways – has planning permission. Heavy congestion on surrounding networks. Good public transport frequency, pedestrian access and accessibility to services.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 5: High level analysis of trip rates. The

overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.

United Utilities - On-Site Modelled Sewer Flood Risk. Site with a pressurised water main and gravity sewer within the boundary.

## Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Amber** - GII assets nearby

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourses onsite. 0.89% of the site is covered by high surface water risk.

Environment Agency – No constraints.

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

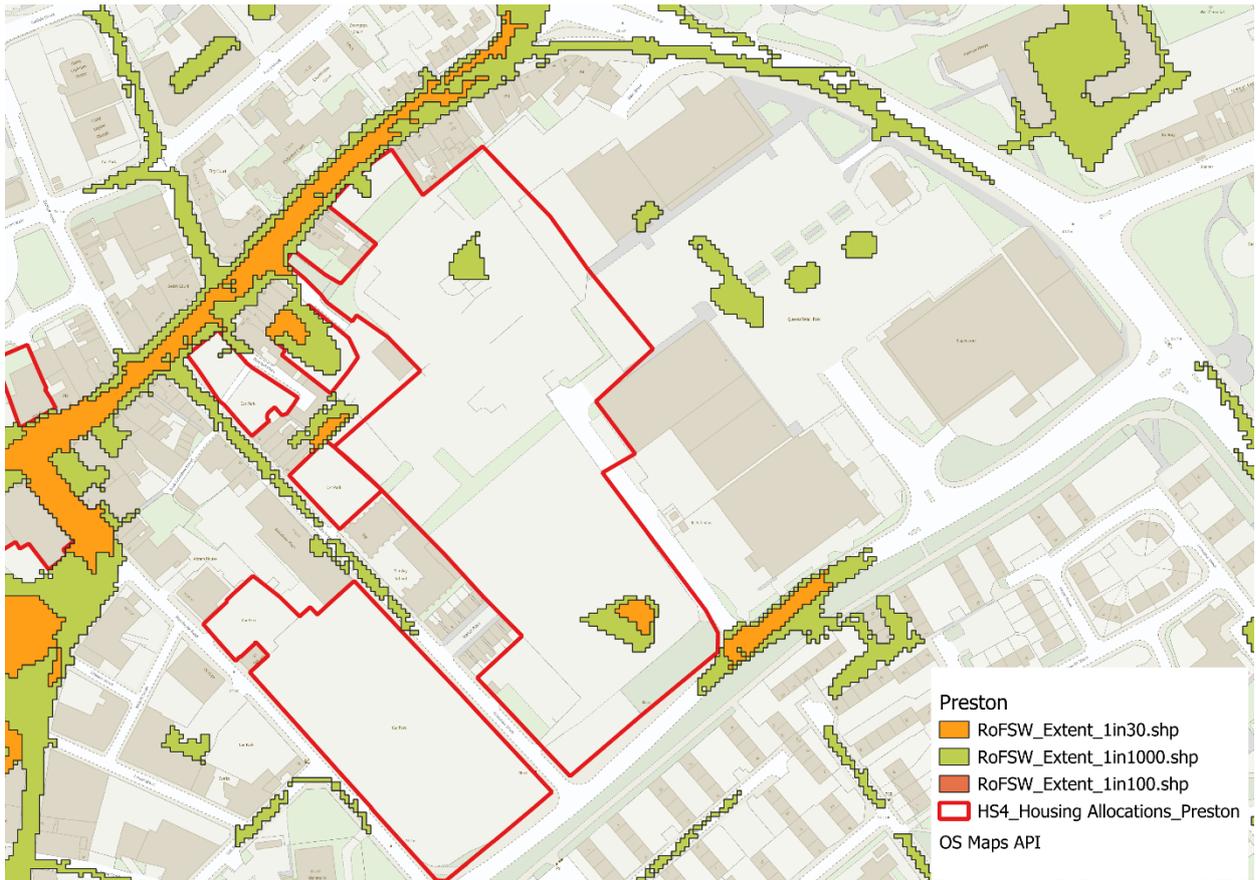
### Surface Water Flooding

1 in 30 year (Area %)	0.9
1 in 100 year (Area %)	1.84
1 in 1000 year (Area %)	4.97

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

HRA – Negligible - Approximately 8.1km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.4km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.5km northeast of Martin Mere SPA and Ramsar site, at the closest point. An urban area in the centre of Preston comprising hardstanding, minimal areas of vegetation such as a line of tall ruderal vegetation and scrub, a small line of broadleaved trees, and a small patch of mown grass. Bordered by urban areas and road on all sides.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

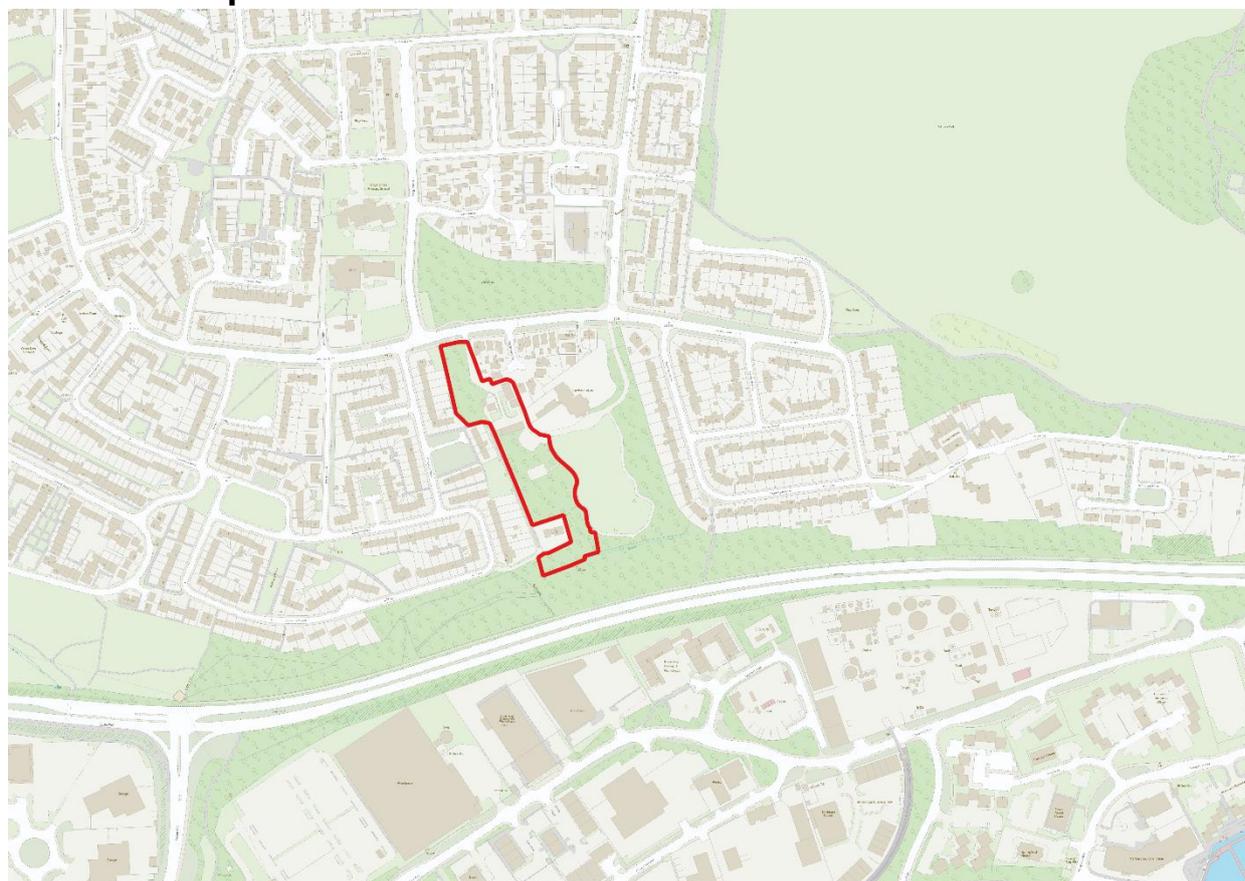
Issues identified will have been addressed as part of planning permission granted (06/2023/0818).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 11

<b>Allocation Reference</b>	HS4.7	<b>SHELAA Ref(s)</b>	19P075
<b>Site Address</b>	The Larches, Larches Lane, Ashton in Ribble, Preston, PR2 1PS		
<b>Ward</b>	Lea and Larches	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.91	<b>Capacity</b>	15

## Location Map



## Site Details

<b>Current Use</b>	Brownfield and Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential
<b>Current Allocations/Designations?</b>	Part AD1(a) Existing residential area, and part EN2 Green Infrastructure in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+ Years
<b>Existing Planning Permission?</b>	No. Planning application pending (06/2024/0750)

## Infrastructure

### Highways/Transport

LCC Highways - Two existing access can be used for the site. Public transport stop within 400m, every 15 minutes. Footways exists but narrow for long sections. Potential to widen. Short distance to local centre and primary school.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The

site was rated red for one of the metrics –Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities.  
 United Utilities – gravity sewer within the boundary.

### Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England – Amber - Grade II on site.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.  
 Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.  
Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is at high risk of surface water flooding.  
Environment Agency – Source Protection Zone 3

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

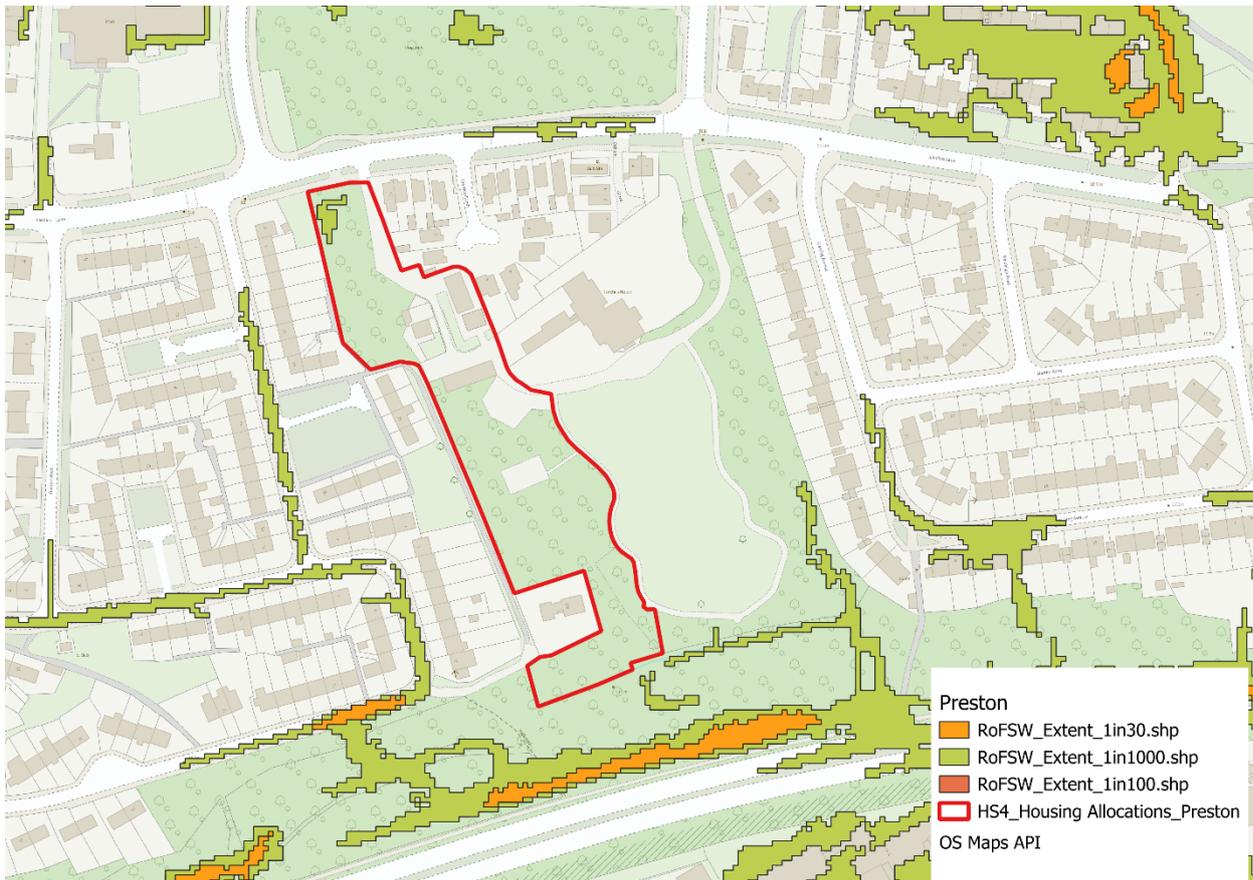
#### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0.05
1 in 1000 year (Area %)	1.74

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

TPO's onsite. Within HSE Risk Zones for Hazardous Installations/Pipes, contaminated land.

**HRA** – Low - Approximately 15.1km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 16.7km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.3km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. A thin strip of grassland, broadleaved trees, residential buildings and gardens. Priority deciduous woodland sits at the south of the site, with scattered trees throughout. The site is bordered by residential areas and roads to the north, east, and south, and by an area of urban grassland to the southeast.

## Sustainability Appraisal Summary

The site has most positive effects including health, social infrastructure, flood risk and resources. Negative effects include air quality, whilst others are uncertain.

### Requirements (and Masterplan if applicable)

- See detailed Level 2 SFRA for issues that must be addressed
- See HIA for considerations for Heritage Assets and setting of listed building
- Consultation with United Utilities due gravity sewer
- Consultation with the Environment Agency due to Source Protection Zone
- TPOs must be protected and retained

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 12

<b>Allocation Reference</b>	HS4.8	<b>SHELAA Ref(s)</b>	19P078
<b>Site Address</b>	115 Church Street, Preston, PR1 3BS		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.1	<b>Capacity</b>	57

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Retail, residential and Public House
<b>Current Allocations/Designations?</b>	OP5 Horrocks Quarter in the City Centre Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	Yes, as a temporary car park

## Infrastructure

### Highways/Transport

**LCC Highways** - No access issues. The site would benefit being a car free development due congestion issues on A59 / Church Street and large number of developments within city centre. Good accessibility and within 400m of the bus station.

**Central Lancashire Highways and Transport Strategy** - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 5: High level analysis of trip rates and Metric 7: Site

vehicle accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities – no comments

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Amber - Adjacent to Grade II assets.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is at high risk of surface water flooding.

Environment Agency – No comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0.8
1 in 1000 year (Area %)	4.24

No. of flooding reports on site

0
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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## Landscape & Ecology

**HRA** – Negligible - Approximately 8km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 15.5km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. A small urban area of hardstanding with minimal scattered vegetation. Bordered by roads to the north, east and west, and further hardstanding and building to the south. Set in the urban area of Preston.

## Sustainability Appraisal Summary

Mainly positive effects, reducing deprivation and crime levels, health and well-being, social infrastructure, sustainable transport, flood risk and land resources. The only certain negative effect is air quality; however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

- See detailed Level 2 SFRA for issues that must be addressed
- See detailed HIA for mitigation measures where required

### Recommendation

*Allocate site for housing*

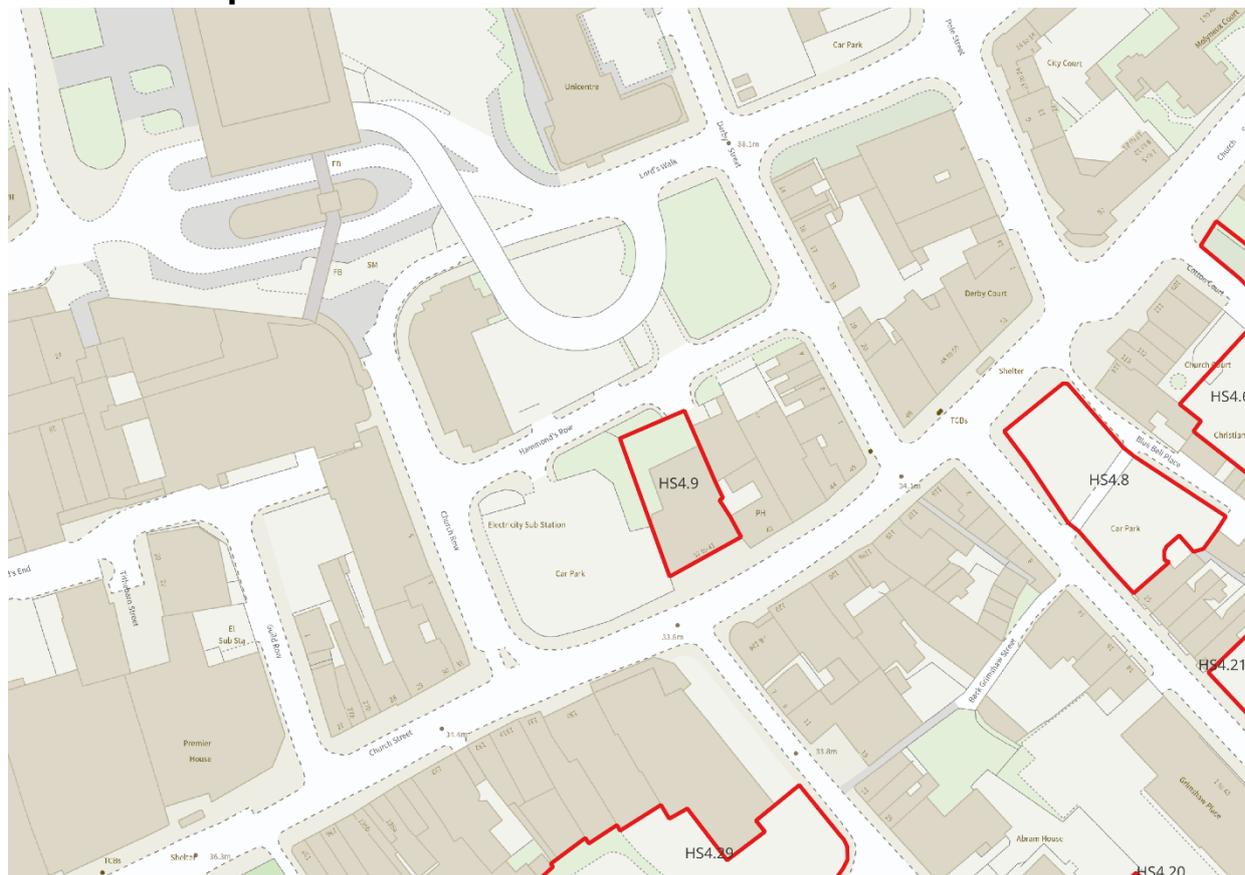
### Justification

*Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.*

# Site Profile 13

<b>Allocation Reference</b>	HS4.9	<b>SHELAA Ref(s)</b>	19P080
<b>Site Address</b>	37-41 Church Street		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.06	<b>Capacity</b>	29

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Retail, Car Parking, Public Houses and hot food takeaways.
<b>Current Allocations/Designations?</b>	OP3 City Centre North Opportunity Area in City Centre Plan and EV1 Main Shopping and other Main Town Centre Uses
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - No access issues. The site would benefit being a car free development due congestion issues on A59 / Church Street and large number of developments within city centre. Good accessibility and within 400m of the bus station.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities – on-site modelled sewer flood risk.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England – Amber - Adjacent to Grade II assets.

## Flood Risk

Level 1 SFRA Strategic Recommendation D - Development could be allocated on flood risk grounds based on the evidence of this Level 1 SFRA.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is at high risk of surface water flooding.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site

No. of flooding reports within 100m   
 No. of flooding reports within 50m



## Landscape & Ecology

**HRA** – Negligible - Approximately 18.5km 4km northeast of Martin Mere SPA and Ramsar site, at the closest point. A small urban area consisting of hardstanding, a building, grassland and vegetation, and a few scattered trees. Bordered by further areas of hardstanding and roads on all sides. Set within the urban area of Preston.

## Sustainability Appraisal Summary

The site has positive effects for reducing levels of deprivation and crime, health and wellbeing, social infrastructure, sustainable transport, flood risk and land resources. The only certain negative effect is air quality; however, it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

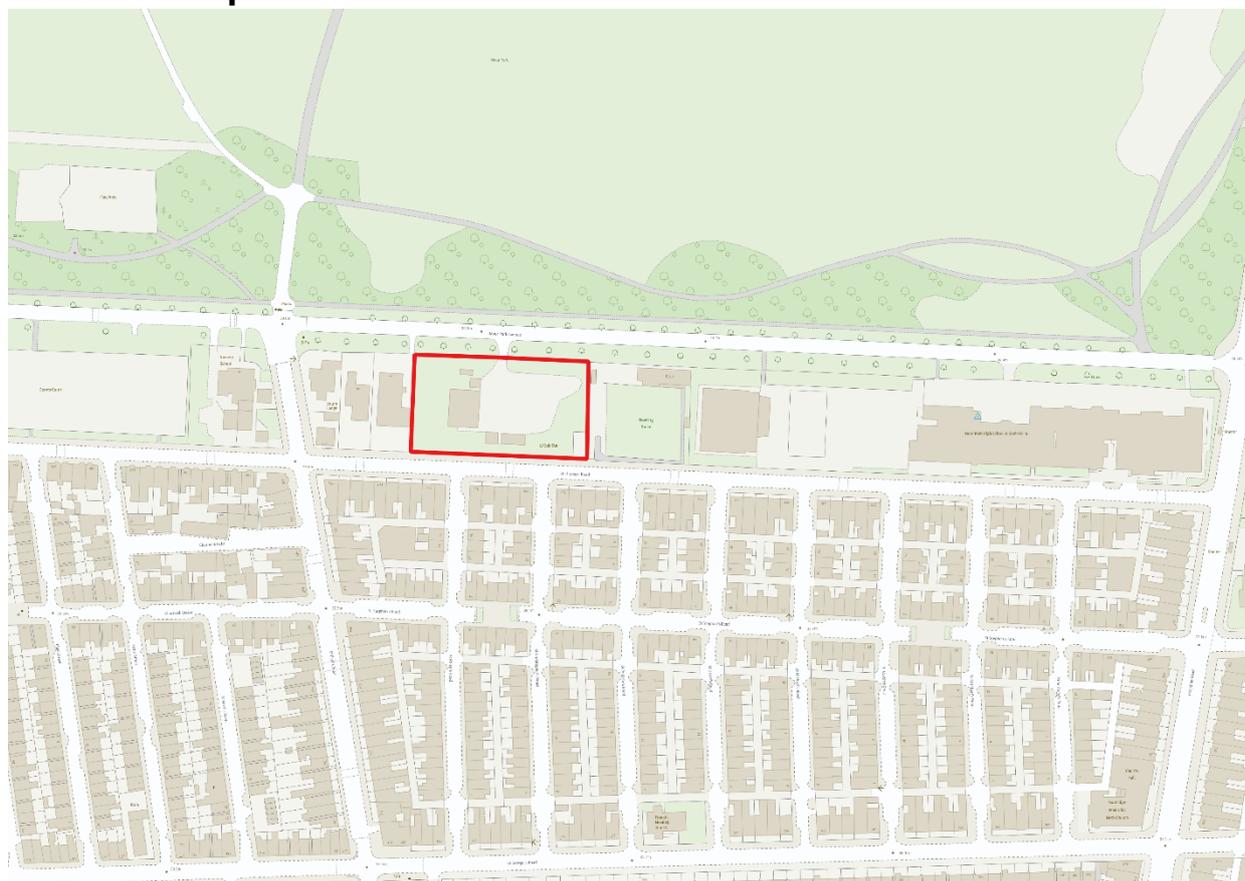
- See detailed HIA for mitigation measures where required

<b>Recommendation</b>	<i>Allocate for housing (or mixed use with retail or office use at ground level)</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 14

<b>Allocation Reference</b>	HS4.10	<b>SHELAA Ref(s)</b>	19P083
<b>Site Address</b>	Moor Park Depot, Moor Park Avenue, Preston, PR1 6LN		
<b>Ward</b>	Deepdale	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.36	<b>Capacity</b>	17

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Moor Park, Moor Park High School & Sixth Form
<b>Current Allocations/Designations?</b>	AD1 (a) Existing residential Area in 2012 Local Plan
<b>Known Developer Interest?</b>	Yes – McCarthy Stone
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No. Planning application 06/2024/0889 is pending.

## Infrastructure

### Highways/Transport

LCC Highways-St. Thomas Road is narrow due to street parking. Access could be formed in line with standards. Good accessibility, frequent public transport and existing footways.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics –Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and

presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

Adjacent to Moor Park Conservation Area.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Amber - Adjacent to Moor Park Grade II RPG

## Flood Risk

Level 1 SFRA Strategic Recommendation D - Development could be allocated on flood risk grounds based on the evidence of this Level 1 SFRA.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is at high risk of surface water flooding.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site

0
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No. of flooding reports within 50m

1
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No. of flooding reports within 100m

1
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## Landscape & Ecology

**HRA** – Negligible - Approximately 8.1km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 17.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 19.5km northeast of Martin Mere SPA and Ramsar site, at the closest point. A small site comprising an area of hardstanding and a building with scattered trees surrounding the perimeter. Bordered by a bowling green to the east, St Thomas' Road to the south, houses to the west, and Moor Park Avenue to the north. Set within the urban area of Preston. Lea United Football Club sits directly to the north of the site.

## Sustainability Appraisal Summary

The site mainly has positive effects. The negative effects identified are Air Quality, Biodiversity and Geodiversity, Water and historic environment, although some of these are uncertain and it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

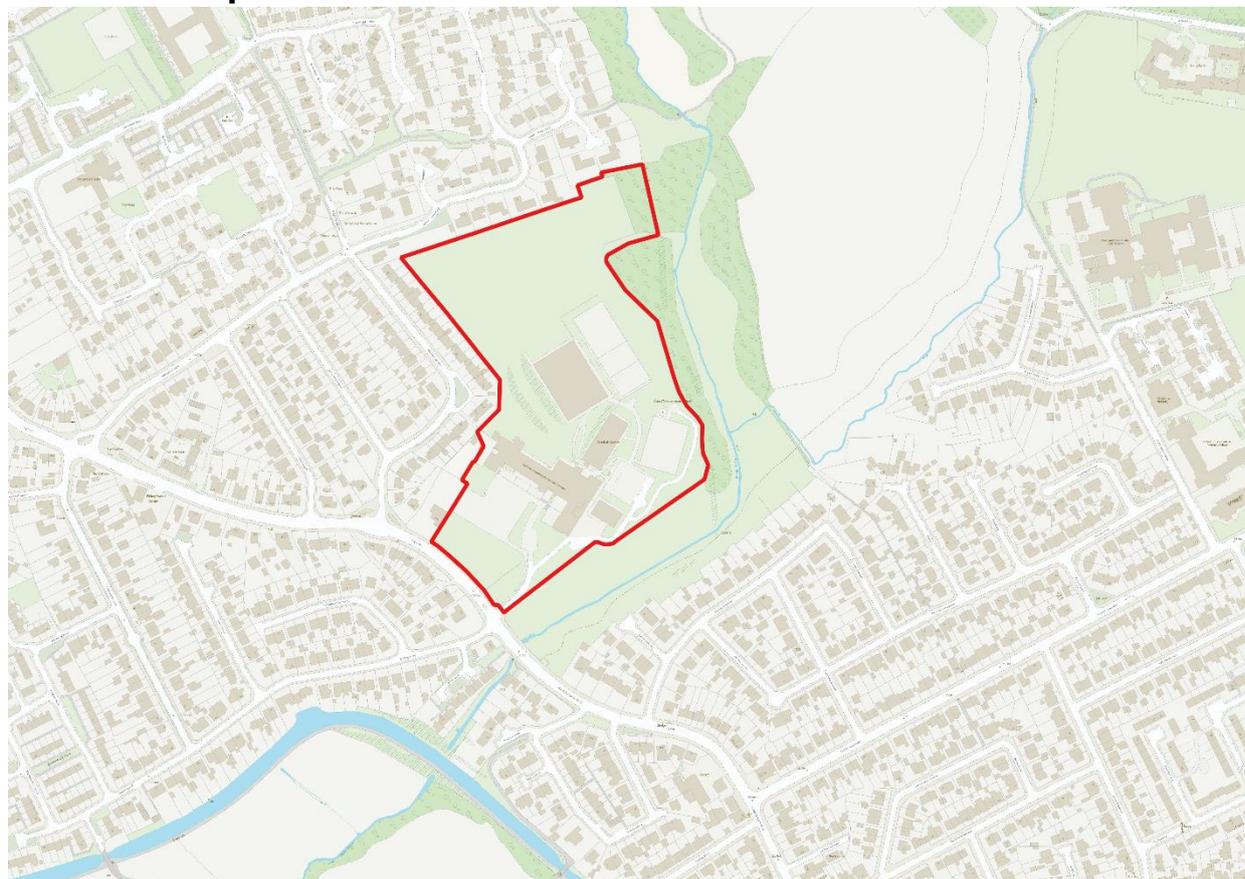
- See detailed HIA for mitigation measures where required

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 15

<b>Allocation Reference</b>	HS4.11	<b>SHELAA Ref(s)</b>	19P089 (19P073, 19P154)
<b>Site Address</b>	Former Tulketh High School, Tag Lane, Preston, PR2 3TX		
<b>Ward</b>	Cadley	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	6.3	<b>Capacity</b>	30

## Location Map



## Site Details

<b>Current Use</b>	Brownfield/ Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential and open space
<b>Current Allocations/Designations?</b>	HS1.11 Housing Allocation in the 2012 Local Plan and Ad1(a) Existing residential area
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+ years
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Access from Tag Lane, existing school access could be upgraded and used. Existing right turn lane is available. The Tag Lane site access and the junction with Blackpool Rd are heavily congested. Upgrades to the junction would be needed to assist with impacts. Good accessibility, frequent public transport and existing footways.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable

transport services (bicycle) and Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities.  
United Utilities – no comments.

### Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England - **Green** – No comments.

### Flood Risk

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is at high risk of surface water flooding.

Environment Agency – no comments

#### Flood Zone Coverage

Flood Zone 1 (Area %)	99.44
Flood Zone 2 (Area %)	0.19
Flood Zone 3a (Area %)	0.03
Flood Zone 3b (Area %)	0.34

#### Surface Water Flooding

1 in 30 year (Area %)	0.19
1 in 100 year (Area %)	0.22
1 in 1000 year (Area %)	2.01

No. of flooding reports on site 

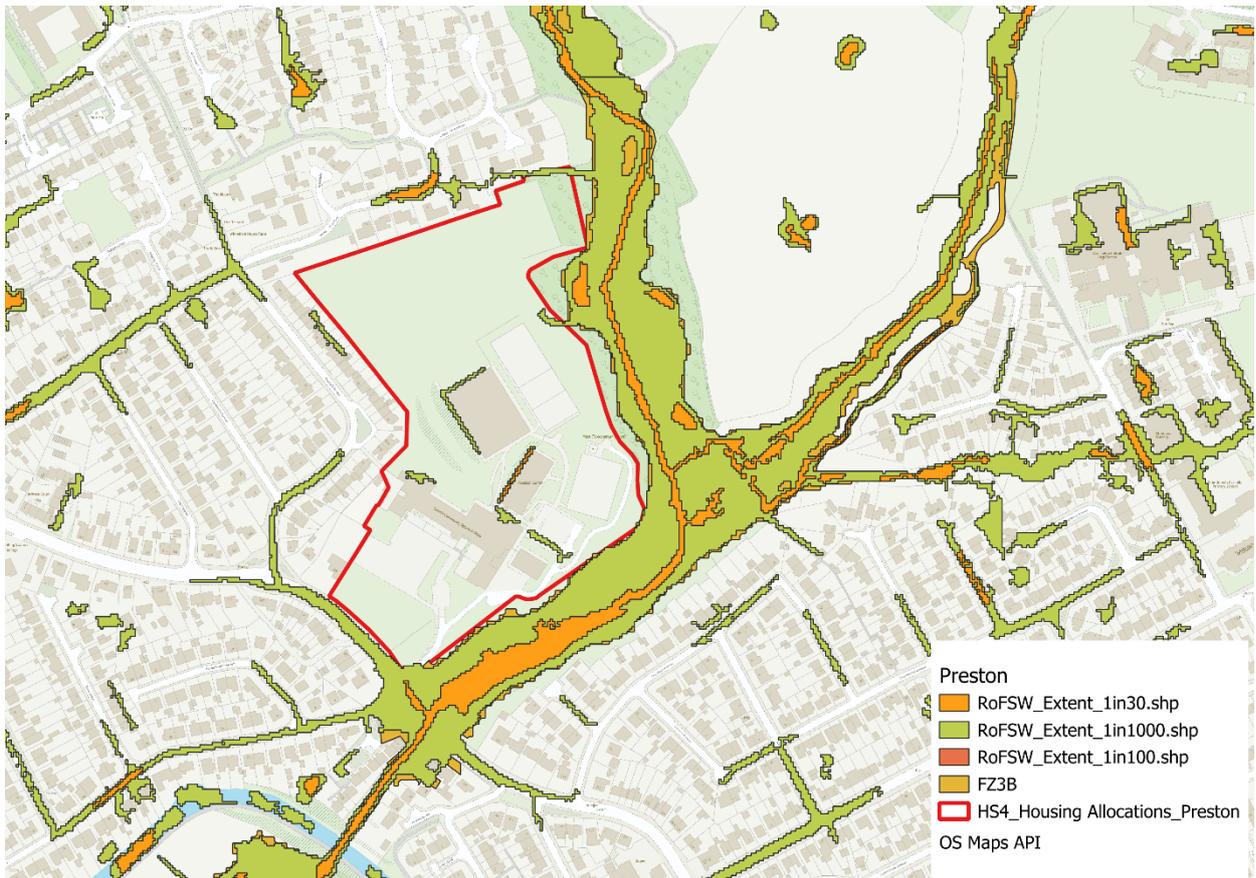
1
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No. of flooding reports within 50m 

1
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No. of flooding reports within 100m 

1
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## Landscape & Ecology

**HRA** – Negligible - Approximately 6.3km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 14.9km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Sports college grounds comprising several buildings, a car park, roads, and various areas of grassland and sports pitches. Small areas of trees and several scattered trees are present on the site. Grassland is highly managed as lawns and/or sports fields. Bordered by a strip of woodland and Sharoe Brook to the east, an area of grass to the south, Tag Lane to the west, and residential areas to the north. Set within the urban area of Preston.

## Sustainability Appraisal Summary

The site mainly has positive/neutral effects. Certain negative impacts include health, air quality, however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

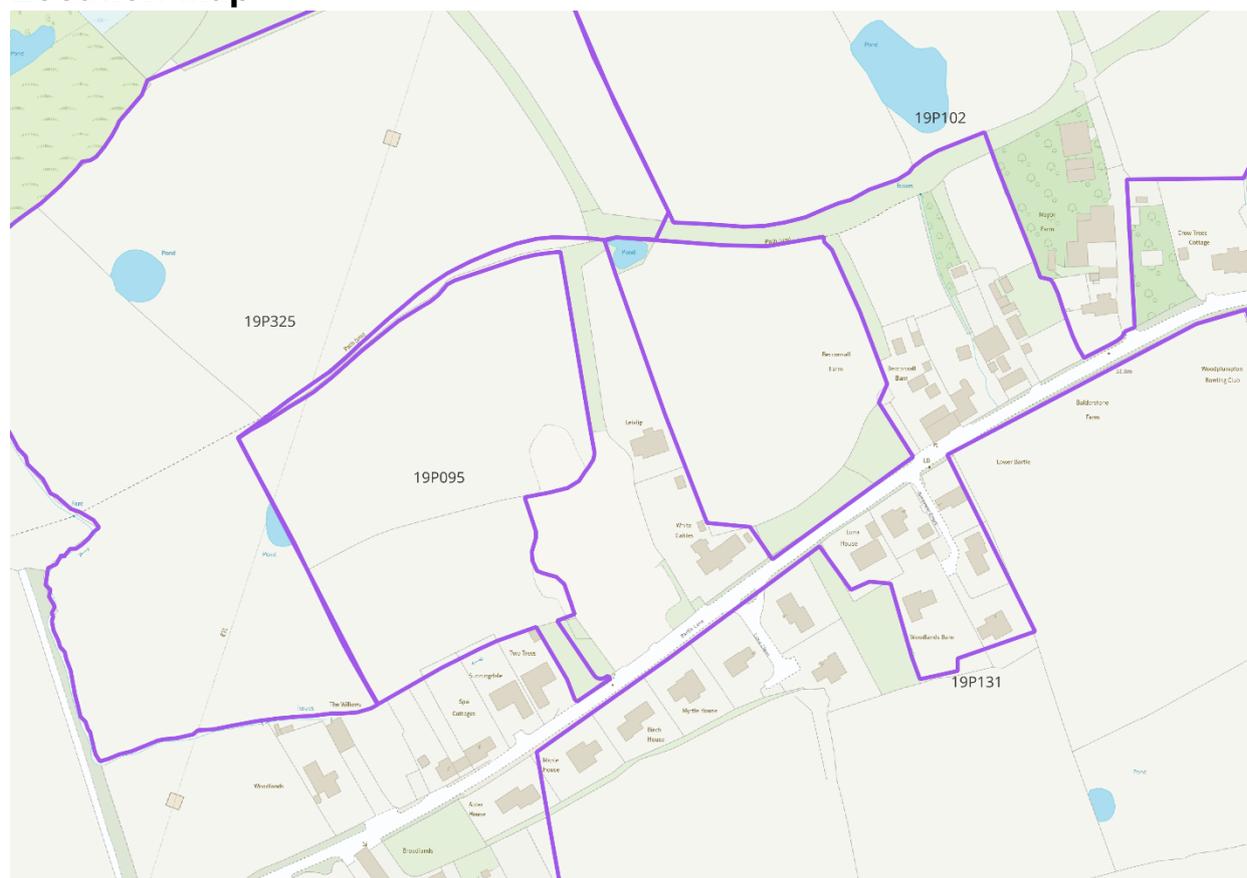
- See detailed Level 2 SFRA for issues that must be addressed
- Transport Assessment and Travel Plan
- Existing playing pitches onsite to be retained

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available (following disposal by LCC) and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 16

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	19P095
<b>Site Address</b>	Land to the Rear of Laburnum House Farm and Northwest of Bartle Lane, Lower Bartle, Preston, PR4 0RU		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	2.53	<b>Capacity</b>	13

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Some residential units and open countryside
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	Site has been identified for self-build plots
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Footways are absent, no streetlighting is present, and there are concerns with visibility. No congestion concerns. Public transport very poor. PROW could be used linking into NW Preston spine road, however, would still be circa 700m from access.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable

transport services (public transport) and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to broadband, mains and electricity.  
United Utilities – no comments.

### Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - Green – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – 2 known ordinary watercourses onsite (25.24m). 0.52% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

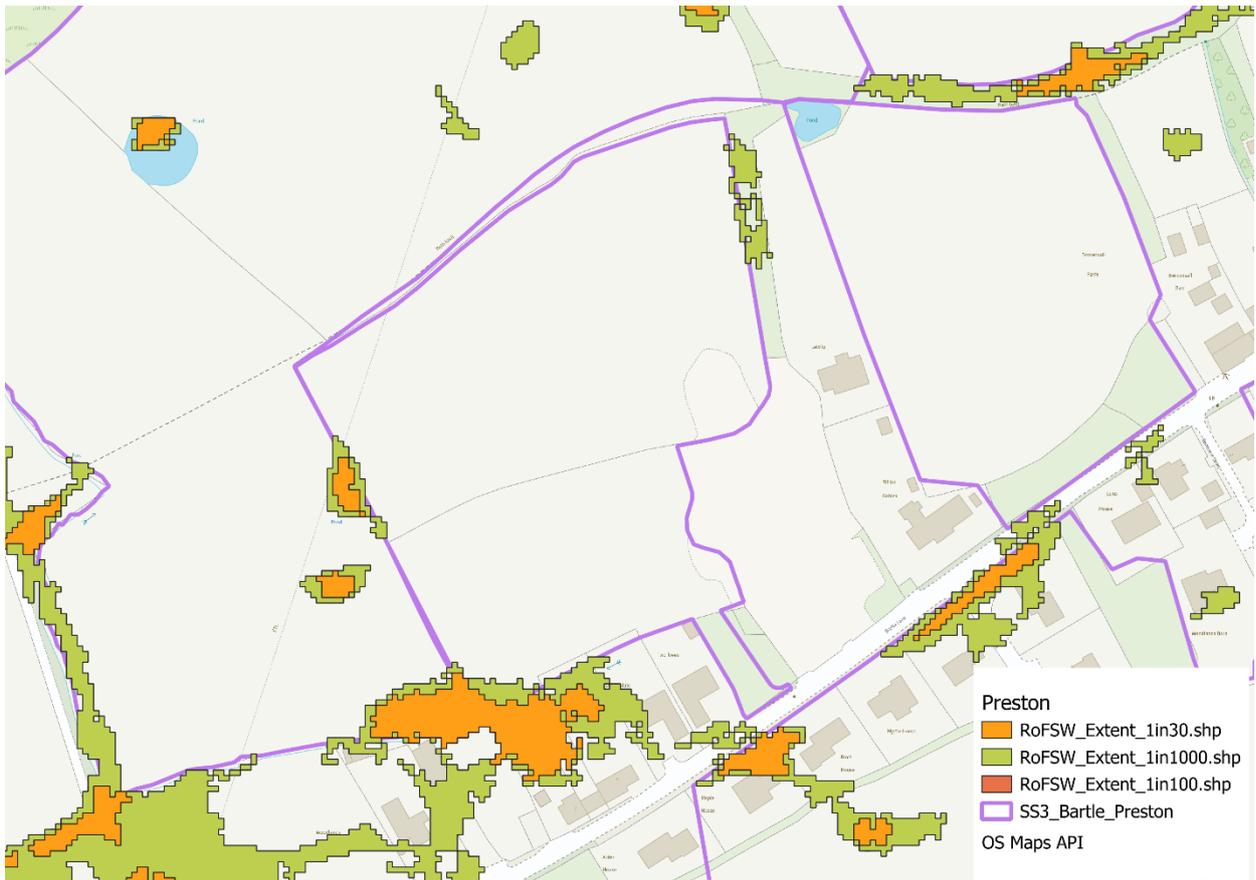
#### Surface Water Flooding

1 in 30 year (Area %)	0.51
1 in 100 year (Area %)	0.87
1 in 1000 year (Area %)	2.84

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



**Landscape & Ecology**

HRA – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

**Sustainability Appraisal Summary**

The site has mixed positive and negative effects for health and sustainable transport. There is significant positive effects for social infrastructure and significant negative effects for flood risk, however it is considered any impact can be mitigated.

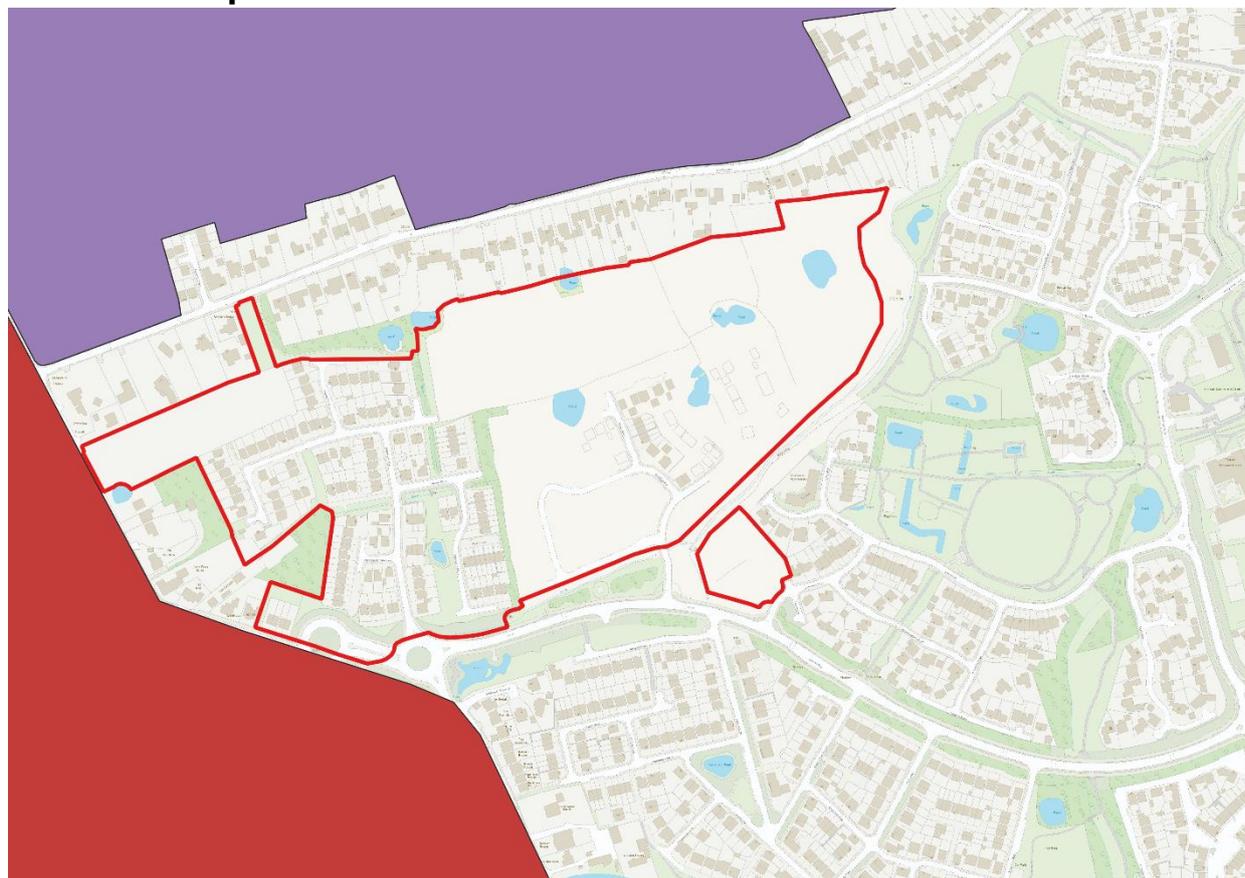
<b>Requirements (and Masterplan if applicable)</b>	
<ul style="list-style-type: none"> <li>• See requirements set out in Policy SS3</li> </ul>	

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 17

<b>Allocation Reference</b>	HS4.12	<b>SHELAA Ref(s)</b>	19P098
<b>Site Address</b>	Land at Cottam Hall, Cottam, Preston, PR4 0WF		
<b>Ward</b>	Ingol and Cottam	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	15.03	<b>Capacity</b>	211

## Location Map



## Site Details

<b>Current Use</b>	Housing site under construction
<b>Adjoining/Surrounding Uses</b>	Residential
<b>Current Allocations/Designations?</b>	MD1 Cottam in the 2012 Local Plan
<b>Known Developer Interest?</b>	Barratt David Wilson Homes
<b>Timescale</b>	0-5
<b>Existing Planning Permission?</b>	Yes 06/2021/1022 for 211 units which is under construction

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle). The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.

United Utilities – record of sewer flooding in the vicinity of the site. Pressurised water main and gravity sewer within boundary

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – 2 known ordinary watercourses onsite (48m). 1.93% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3, Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	1.95
1 in 100 year (Area %)	2.67
1 in 1000 year (Area %)	5.33

No. of flooding reports on site

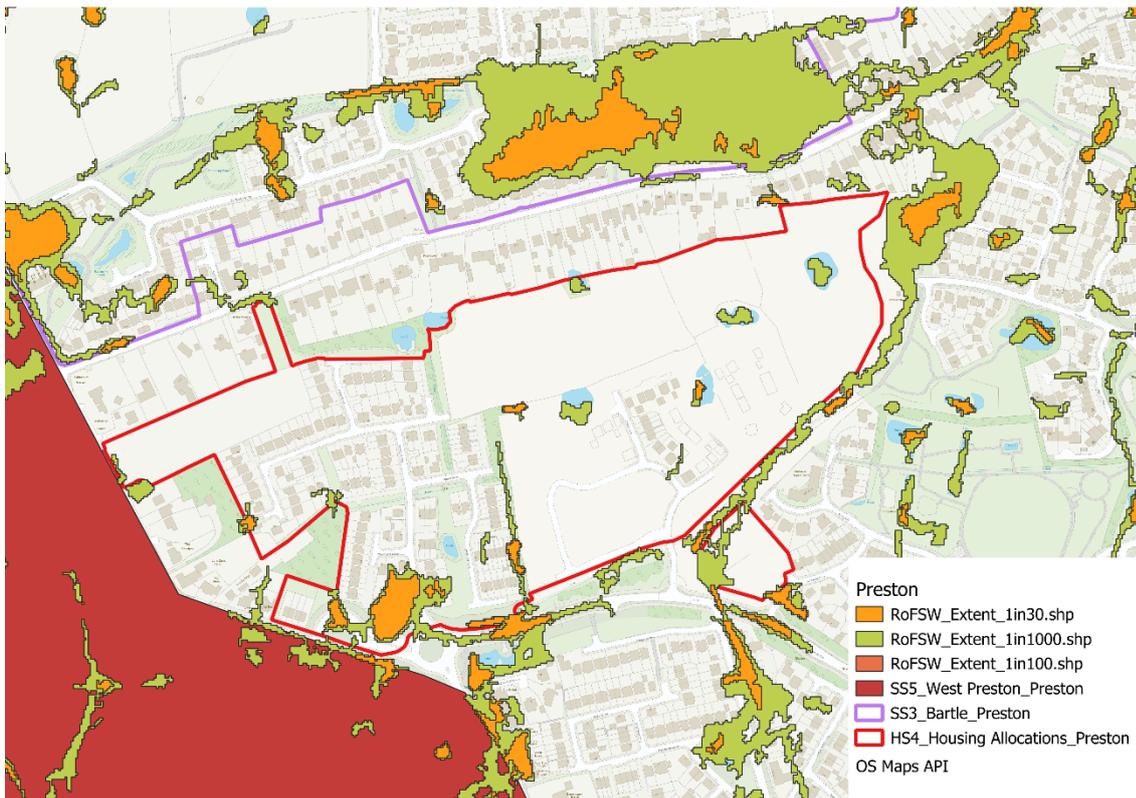
0

No. of flooding reports within 50m

1

No. of flooding reports within 100m

3



## Landscape & Ecology

**HRA** – Low - Approximately 4.6km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 12.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.96km northeast of Martin Mere SPA and Ramsar site, at the closest point. An area of land comprising grassland, hedgerow, lines of broadleaved trees, residential housing, a building site, and approximately three ponds. Bordered by Sidgreaves Lane to the east, Cottam Way to the south, and residential houses to the north and east. The urban areas of Preston and Cottam sit to the east of the site and large areas of the farmland sit to the west of the site.

## Sustainability Appraisal Summary

Sie has planning permission.

### Requirements (and Masterplan if applicable)

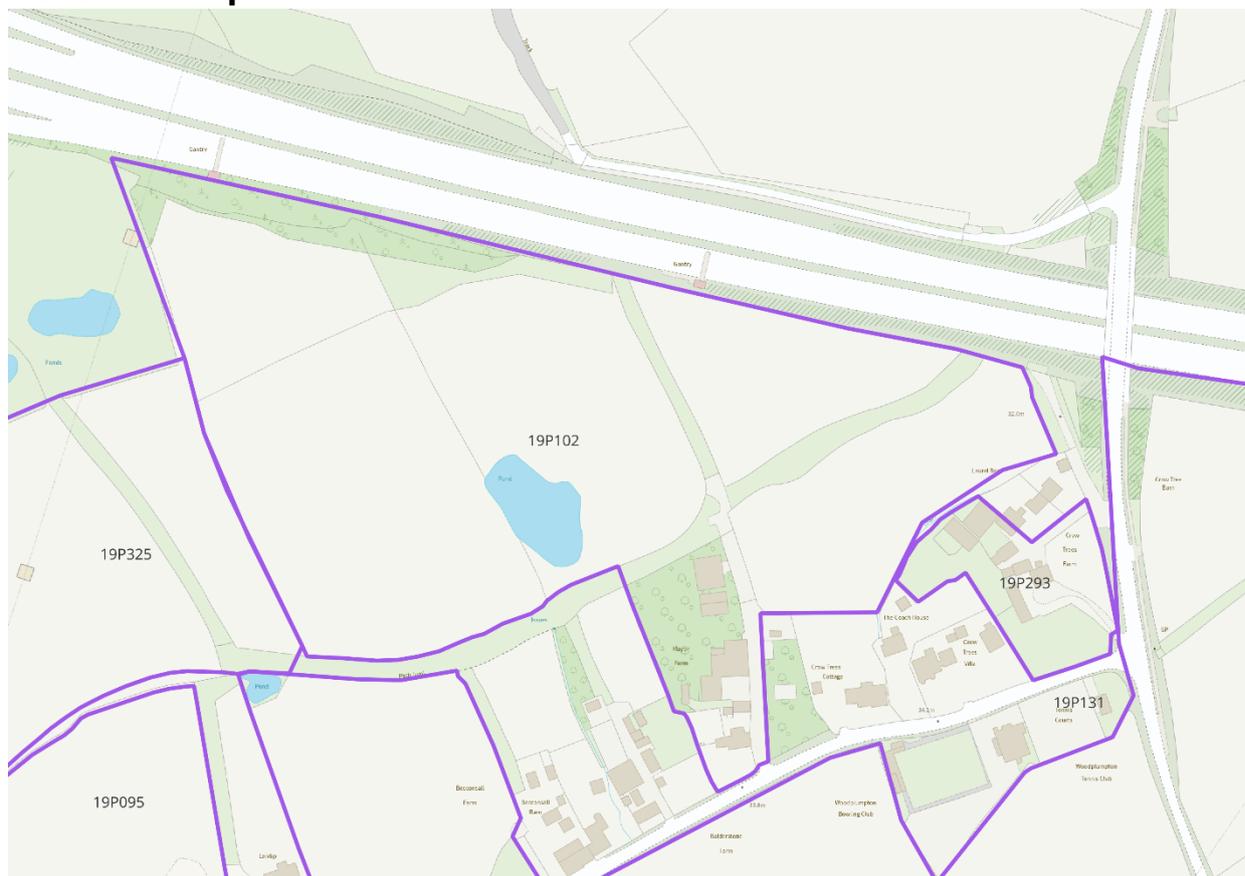
Issues identified will have been addressed as part of planning permission granted (06/2021/1022).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission and is under construction.</i>

# Site Profile 18

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	19P102
<b>Site Address</b>	Land Adjoining Mayors Farm, Bartle Lane, Lower Bartle		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	8.47	<b>Capacity</b>	229

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	M55, some residential and open countryside
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Concerns with the access include visibility, pedestrian accessibility, absent footways, and potential for ransom / third party land issues. Public transport very poor. PROW could be used linking into NW Preston spine road, however, would still be circa 700m from access.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site does not have access to gas or foul sewer.

United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – One known ordinary watercourse onsite (86.69m). 2.03% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

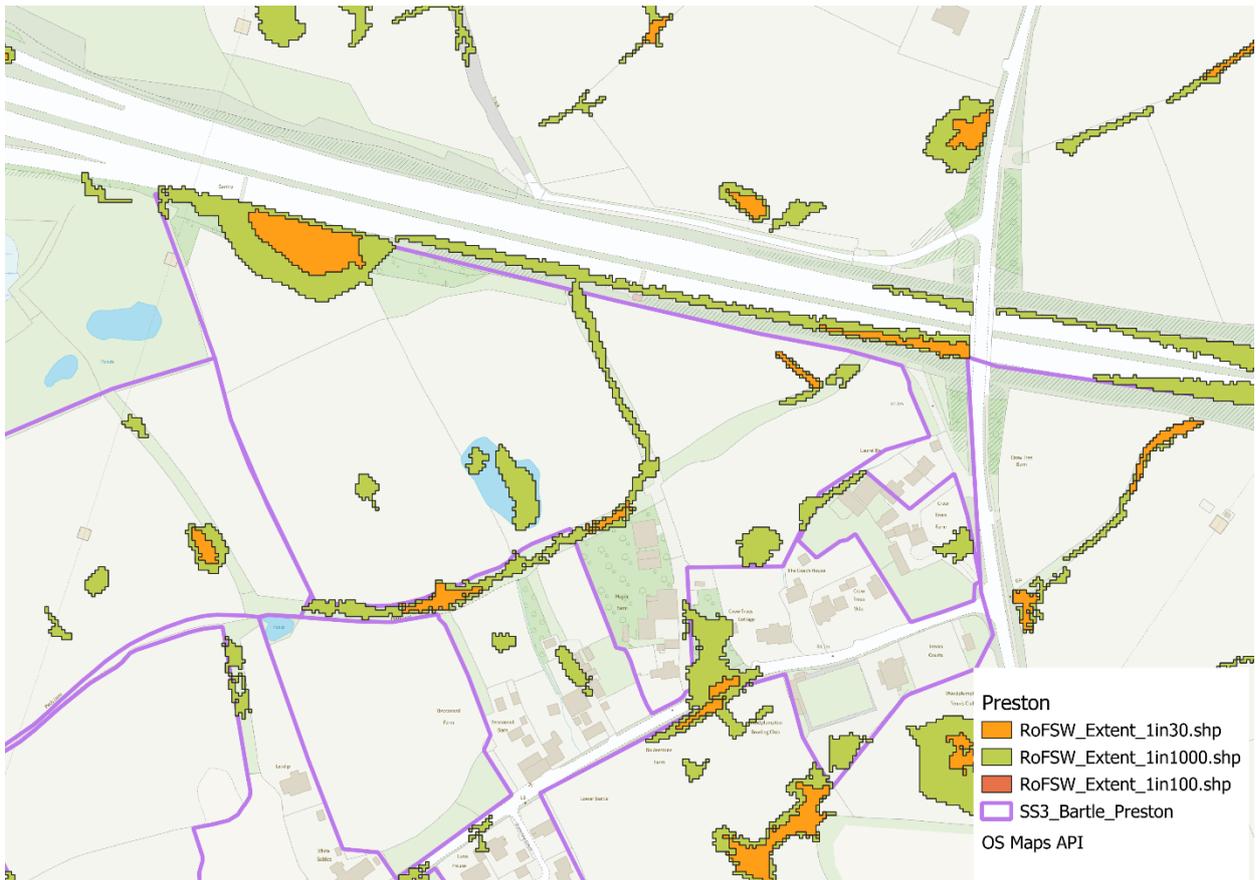
### Surface Water Flooding

1 in 30 year (Area %)	2.03
1 in 100 year (Area %)	3.73
1 in 1000 year (Area %)	8.01

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



**Landscape & Ecology**

Topology- Pond in northern land parcel. Small pond in southern land parcel.  
HRA – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

**Sustainability Appraisal Summary**

The site has positive effects on social infrastructure and sustainable transport. There is a mixed significant positive and significant negative impact on Health. Negative effects include air quality and flood risk; however, it is considered any impact can be mitigated.

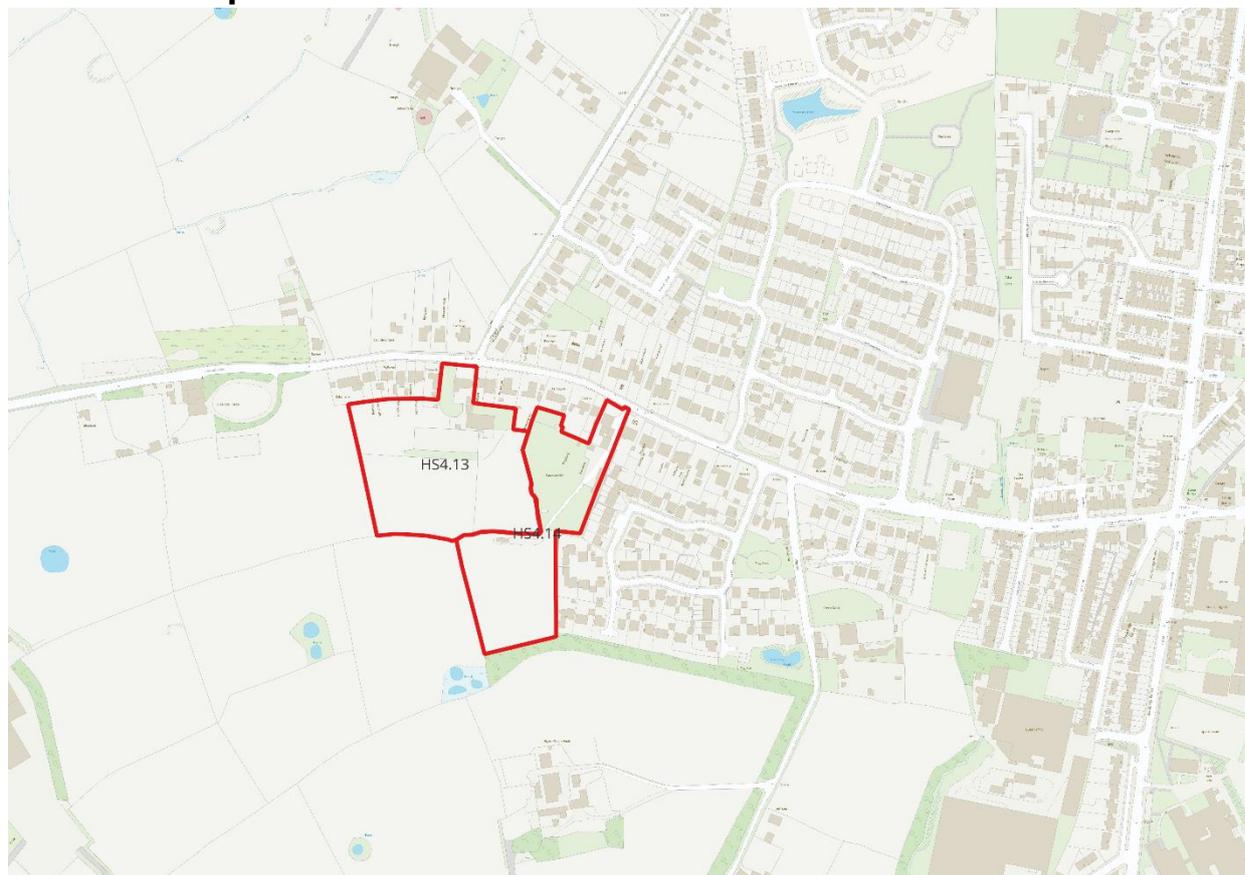
<b>Requirements (and Masterplan if applicable)</b>	
<ul style="list-style-type: none"> <li>• See requirements set out in Policy SS3</li> </ul>	

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 19

<b>Allocation Reference</b>	HS4.13	<b>SHELAA Ref(s)</b>	19P104
<b>Site Address</b>	Heather Moor Cumeragh Lane		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	Longridge
<b>Site Area (Ha)</b>	1.97	<b>Capacity</b>	41

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, caravan site and open countryside
<b>Current Allocations/Designations?</b>	EN1 Open Countryside and EN4 Area of Separation in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Would require a staggered junction near Half Penny Lane, which may result in safety concerns that would need to be overcome. May contribute to known strategic pinch points. Existing footways are narrow, and slight bend in road will negatively impact on junction visibility. Good accessibility and public transport frequency.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The

site was rated red for four of the metrics – Metric 1: Average commuter travel mode split, Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to mains water, electricity, gas and broadband.  
United Utilities – no comments.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – No known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0.61
1 in 1000 year (Area %)	4.61

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Low - Approximately 20km east of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 15.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Three fields surrounding several buildings which sit at the north of the site. A hardstanding driveway is present running into the north of the site. The fields are surrounded by fences and an area of gravel or hardstanding sits within the northern field next to the buildings. The southern, eastern and western borders of the site comprise hedgerows with trees and several scattered trees are present at the north of the site. Bordered by Whittingham Road and residential gardens and houses to the north, and fields to the east, south and west.

## Sustainability Appraisal Summary

The site has positive effects including health and wellbeing, social infrastructure and sustainable transport. Negative effects include flood risk, however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

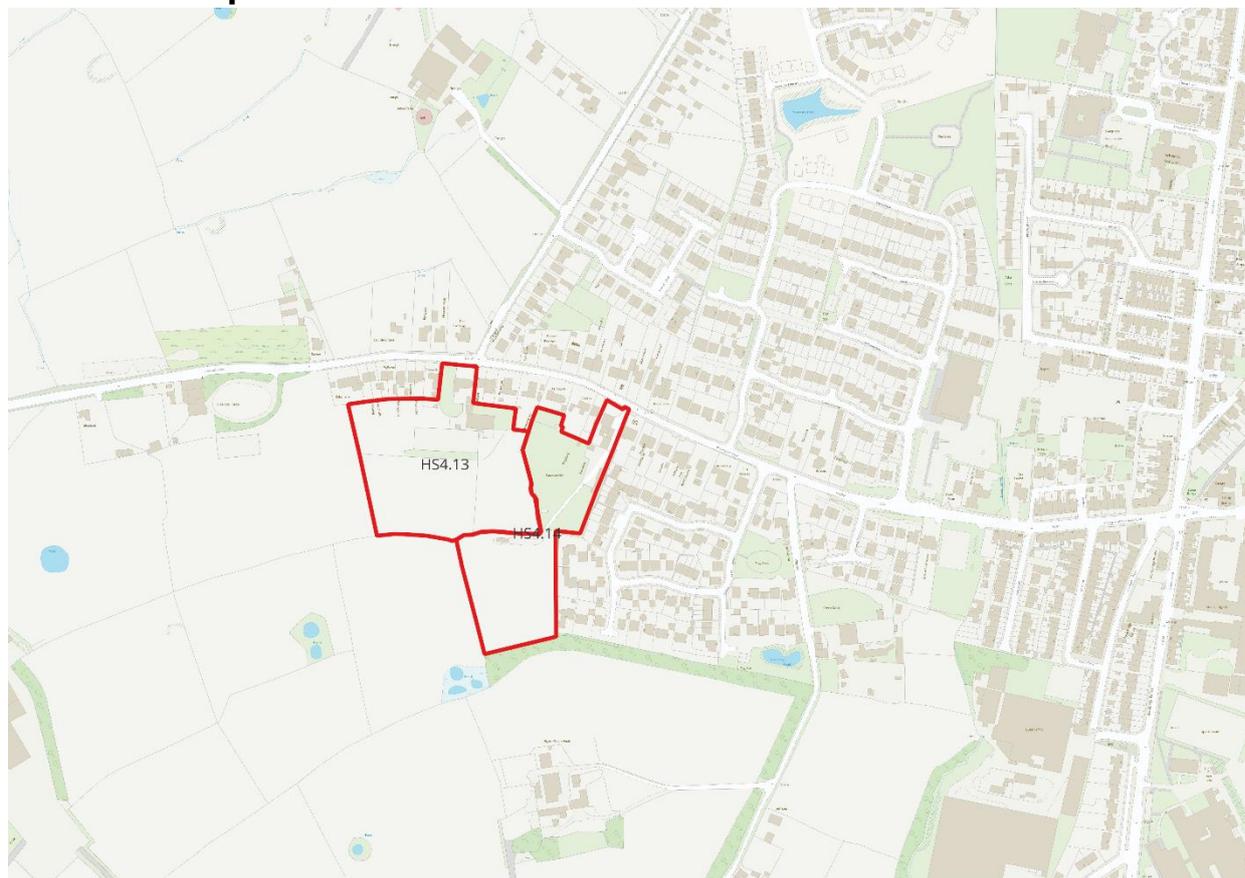
- A planned highways approach for 19P104 (HS4.13) and 19P105 (HS4.14)
- See detailed Level 2 SFRA for issues that must be addressed
- Development specifically for over 55s accommodation and bungalows. Associated infrastructure to support these must be considered.

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the expanded Urban Local Service Centre of Longridge (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.</i>

# Site Profile 20

<b>Allocation Reference</b>	HS4.14	<b>SHELAA Ref(s)</b>	19P105
<b>Site Address</b>	Gorlands, Whittingham Road		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	Longridge
<b>Site Area (Ha)</b>	1.52	<b>Capacity</b>	32

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential and open countryside
<b>Current Allocations/Designations?</b>	EN1 Open Countryside and EN4 Area of Separation in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

**LCC Highways** - No visibility to the east of site onto Whittingham Lane, and possible ransom issue. Junction requirements are difficult to satisfy. Congestion at known strategic pinch points may be contributed to. Good accessibility and frequently public transport. Footways narrow and absent on some sections along Cumeragh Lane.

**Central Lancashire Highways and Transport Strategy** - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics – Metric 1: Average commuter travel mode split, Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to

proposed local transport schemes and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to water mains, electricity, gas and broadband.  
United Utilities – no comments.

### Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0.13% of the site is covered by high surface water risk.

Environment Agency – no constraints

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

#### Surface Water Flooding

1 in 30 year (Area %)	0.13
1 in 100 year (Area %)	0.13
1 in 1000 year (Area %)	0.66

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Low - Approximately 20km east of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 15.8km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Two fields bordered by hedgerow and trees. A path runs through the centre of the site and an area of hardstanding and buildings with gardens sit at the northeast of the site. Bordered by residential areas to the north and east and fields to the south and west.

## Sustainability Appraisal Summary

The site has positive effects including health and wellbeing, social infrastructure and sustainable transport. Negative effects include flood risk, it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

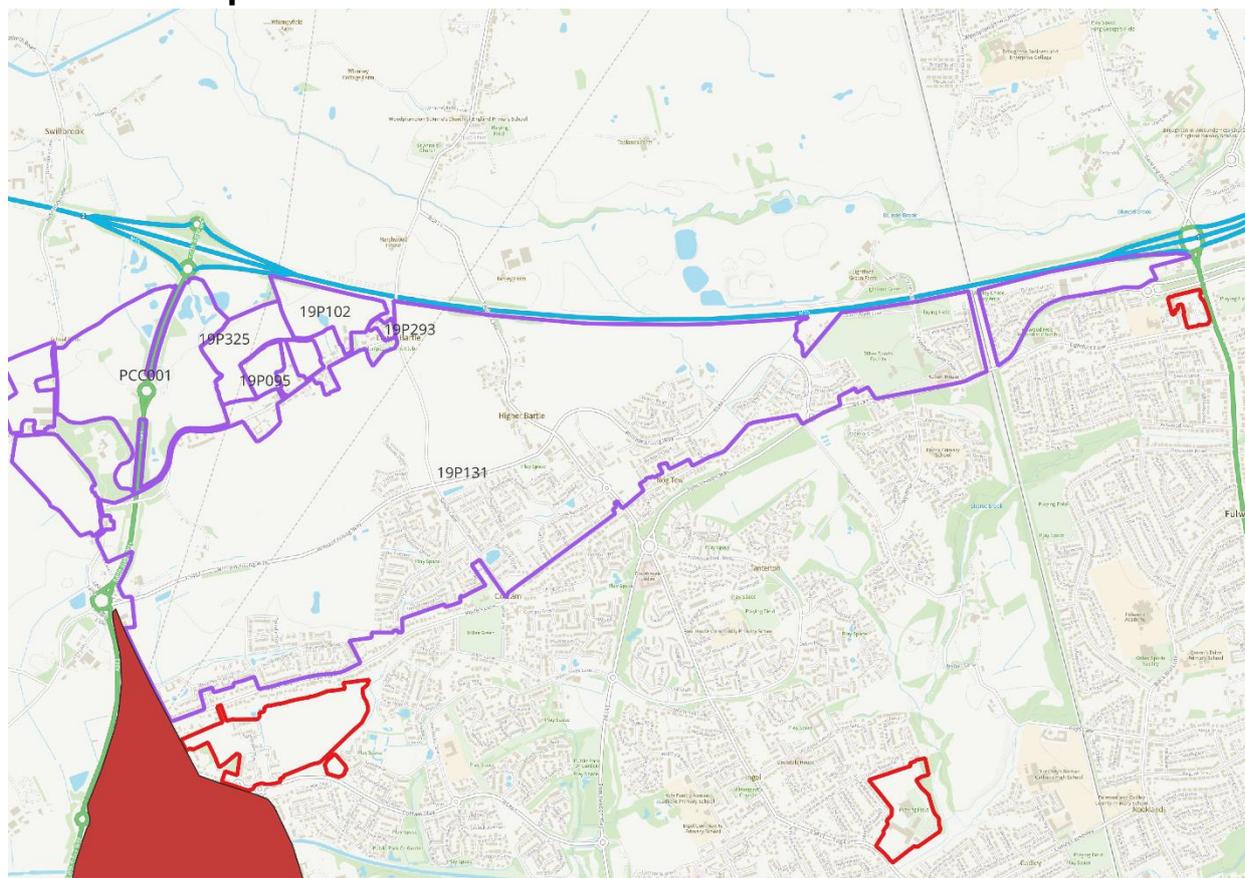
- A planned highways approach for 19P104 (HS4.13) and 19P105 (HS4.14)
- See detailed Level 2 SFRA for issues that must be addressed
- Development specifically for over 55s accommodation and bungalows. Associated infrastructure to support these must be considered.

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the expanded Urban Local Service Centre of Longridge (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.</i>

# Site Profile 21

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	19P131
<b>Site Address</b>	North West Preston, PR4 0LH/ PR4 0RU		
<b>Ward</b>	Preston Rural North/East, Greyfriars	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	206.73	<b>Capacity</b>	1270

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	M55 and residential
<b>Current Allocations/Designations?</b>	MD2 North West Preston in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No – this is the remainder of the MD2 allocation from the 2012 Local Plan, yet to be permitted and built out.

## Infrastructure

### Highways/Transport

LCC Highways - Northwest Preston was supported for the previous Local Plan. Residual plots need to be in line with the Masterplan and subject to finer detail.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 1: Average commuter travel mode split

and Metric 4: Existing high-volume movement flows/capacity hotspots. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The majority of the site has access to all utilities.

United Utilities – Onsite modelled sewer flood risk and sewer flooding. Record of sewer flooding in the vicinity of the site. UU Groundwater Protection Zones 1 and 2. Pressurised water main, wastewater network structures, pressurised sewer, gravity sewer, easement and water network structures within the boundary.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - Green – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – 10 known ordinary watercourses onsite (1976.93m). 2.36% of the site is covered by high surface water risk.

Environment Agency - Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	2.36
1 in 100 year (Area %)	3.9
1 in 1000 year (Area %)	8.8

No. of flooding reports on site 

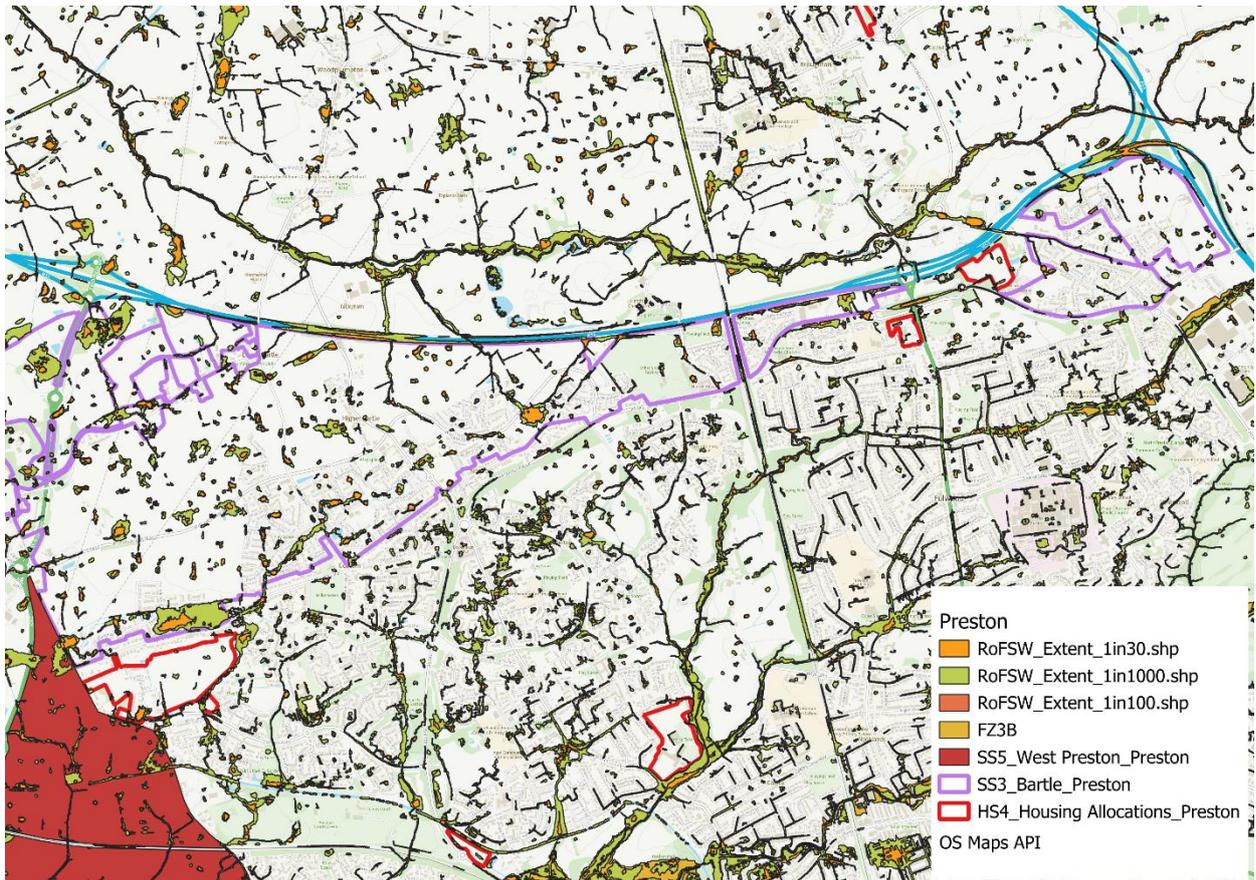
6
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No. of flooding reports within 50m 

17
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No. of flooding reports within 100m 

19
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### Landscape & Ecology

HRA – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

### Sustainability Appraisal Summary

The site has positive effects on health and wellbeing, social infrastructure and sustainable transport. Negative effects include health and wellbeing (uncertain), air quality and flood risk, however it is considered any impact can be mitigated.

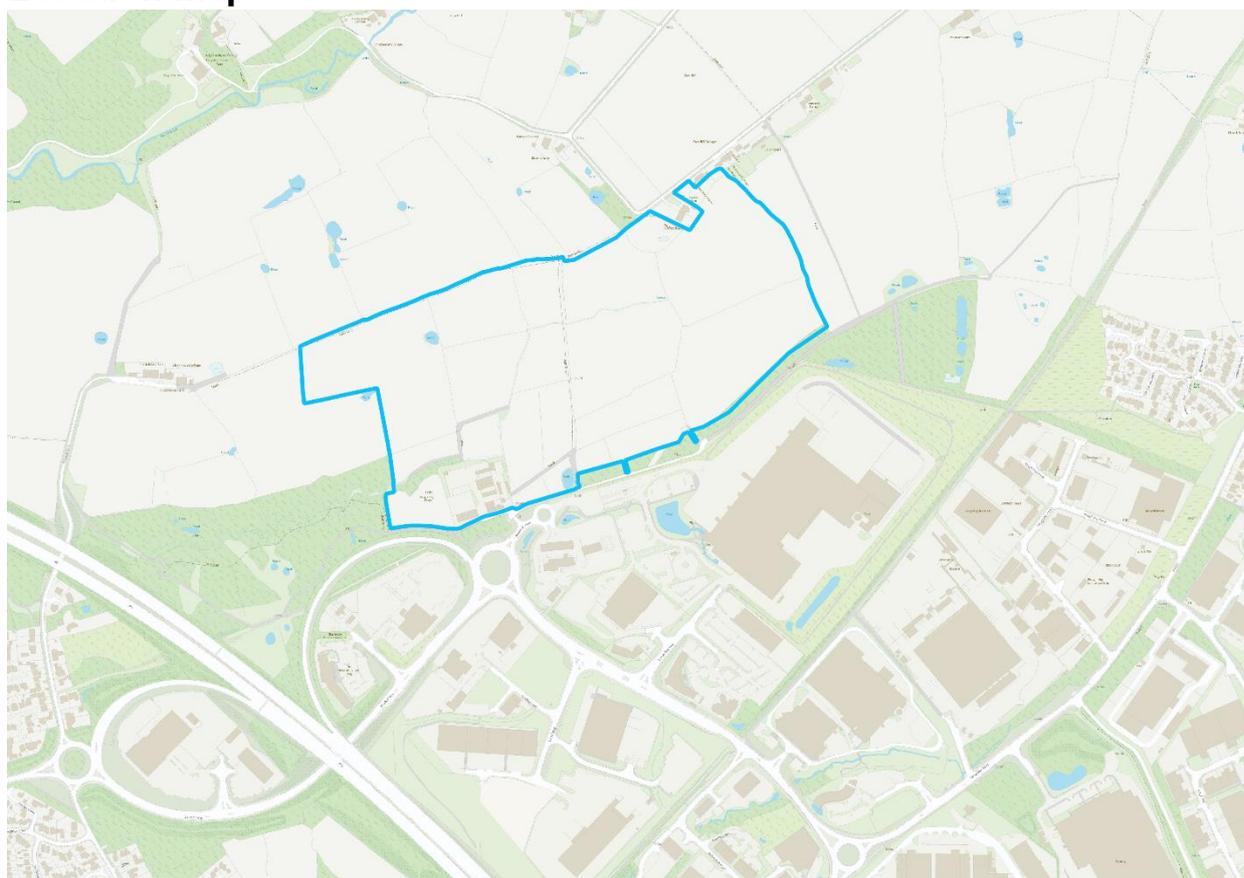
<b>Requirements (and Masterplan if applicable)</b>	
<ul style="list-style-type: none"> <li>• See requirements set out in Policy SS3</li> </ul>	

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Existing allocation and part of City Deal. Site has had significant infrastructure improvements to enable release of the site for housing development.</i>

## Site Profile 22

<b>Allocation Reference</b>	EC3.2	<b>SHELAA Ref(s)</b>	19P141
<b>Site Address</b>	Preston East Junction 31A M6		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	No settlement (established employment area)
<b>Site Area (Ha)</b>	25.31	<b>Current Use</b>	Greenfield

## Location Map



## Site Details

<b>Current Allocations/Designations?</b>	EP1: Employment Site Allocations in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Existing Planning Permission?</b>	No

## Site Assessment

<b>Access to labour/services</b>	Priority services are available with no abnormal costs. Site within 5 km of key routes.
<b>Market attractiveness</b>	Adjacent to strategic highway network with excellent prominence and highly flexible.
<b>Potential future use(s)</b>	B2, B8
<b>Proximity to urban area</b>	Within an established employment area.
<b>Compatibility with Adjoining/Surrounding Uses</b>	Adjacent to the Red Scar Industrial Estate - Good quality business park/greenfield location.

## Infrastructure

### Highways/Transport

LCC Highways - existing adopted small roundabout not suitable to satisfy significant further demands, it is only suitable for one lane of movement. Area heavily congested, National Highways unlikely to support due to issues on the strategic network. No public transport within 400m.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was not rated red for any of the metrics. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to gas and broadband.

United Utilities – Easement and pressurised water main within boundary.

### Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Green - No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – 4 known ordinary watercourses onsite (830.68m). 1.59% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3, adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

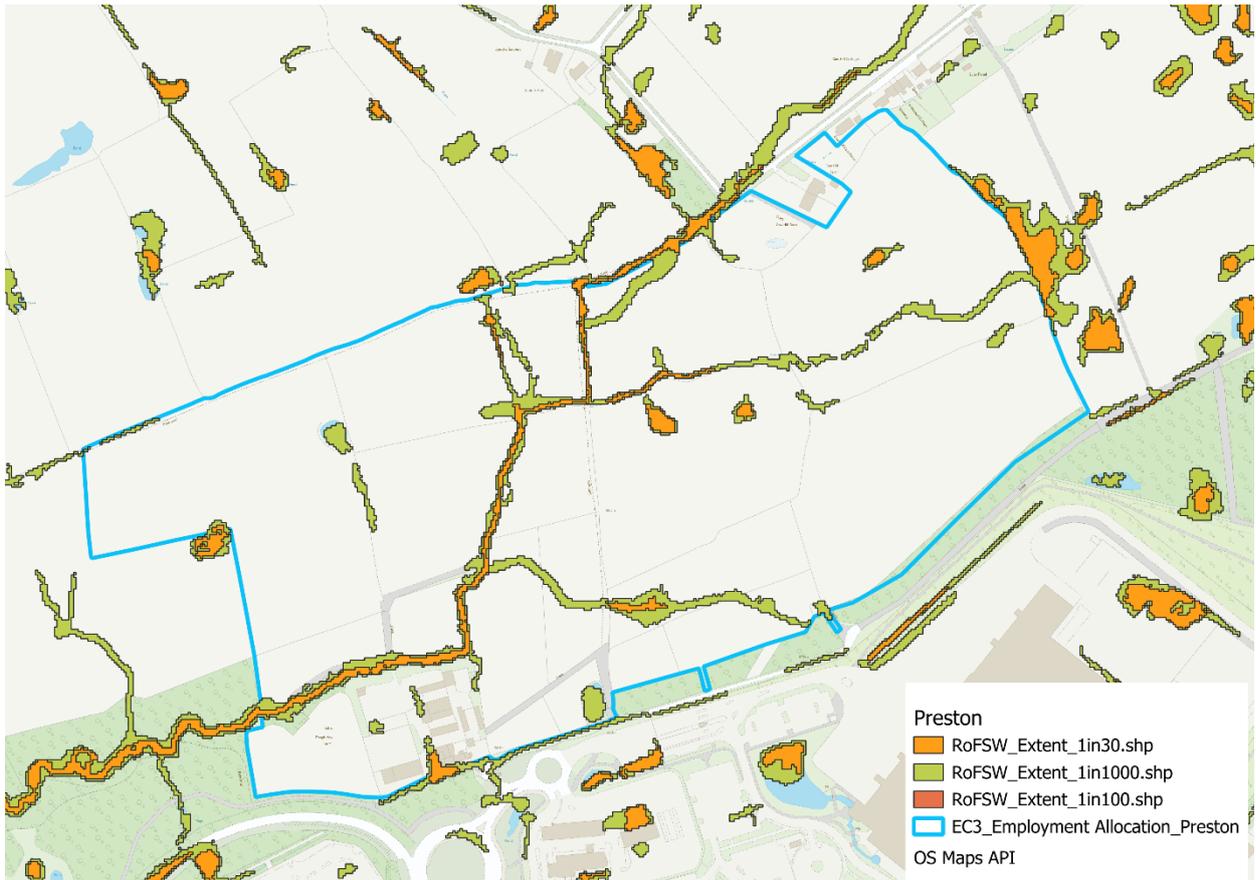
#### Surface Water Flooding

1 in 30 year (Area %)	1.59
1 in 100 year (Area %)	2.55
1 in 1000 year (Area %)	6.39

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

An overhead electric cable runs diagonally across the site.

**HRA** – Moderate - Approximately 11.5km northeast of Ribble and Alt Ramsar site, at the closest point. Approximately 18.7km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Around 13 pastoral fields with hedgerows, lines of broadleaved trees and a small pond. The site is bordered by further arable and pastoral fields to the north, east and west, and by urban areas of hardstanding and buildings to the south.

## Sustainability Appraisal Summary

The site has positive effects on sustainable supply of employment land, health and wellbeing, and sustainable transport. Negative effects include flooding risk and social infrastructure; however the site has been subject to a Level 2 SFRA and it is considered that any impact can be mitigated.

### Requirements (and Masterplan if applicable)

- See detailed Level 2 SFRA for issues that must be addressed
- Consultation with United Utilities due to easement and pressurised water main
- Transport Assessment and Travel Plan
- Consultation with the Environment Agency due to Source Protection Zone and watercourse
- Design of the site should enable access to land to the north of the boundary

### Recommendation

*Allocate site for employment*

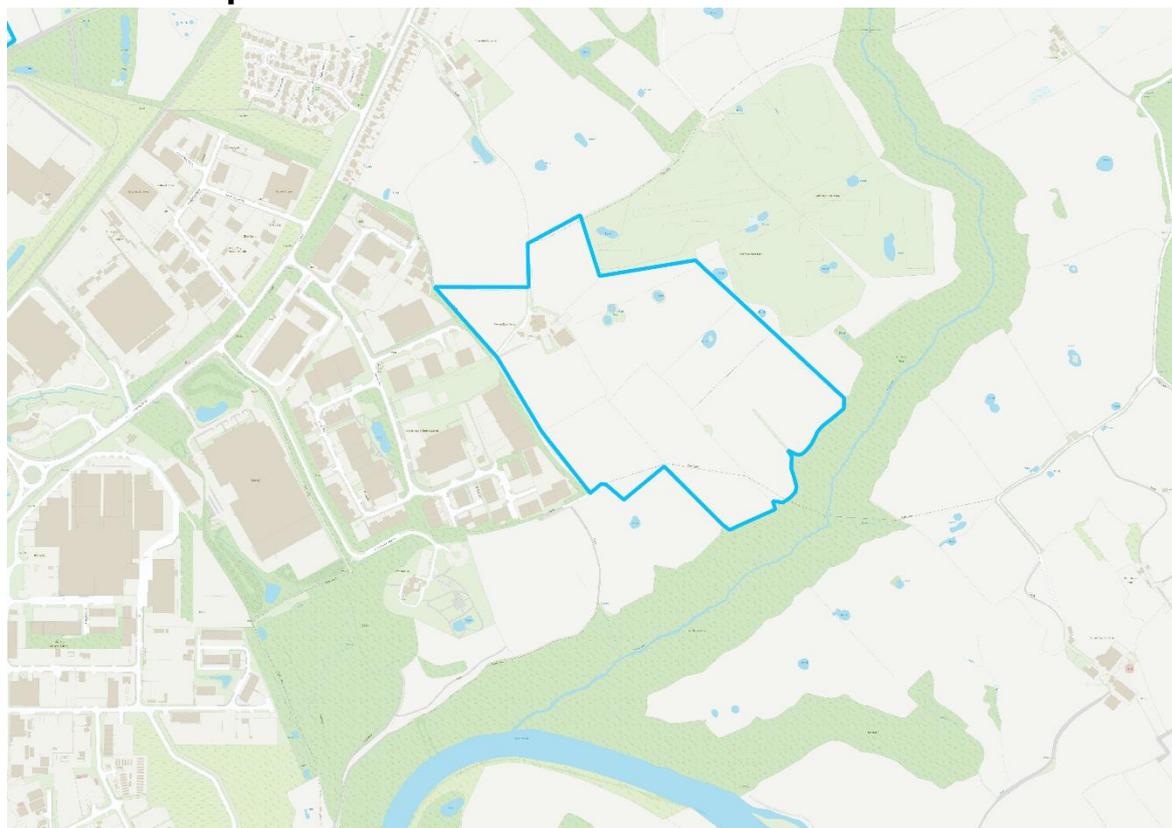
### Justification

*Adjacent to an established employment area*

## Site Profile 23

<b>Allocation Reference</b>	EC3.3	<b>SHELAA Ref(s)</b>	19P142
<b>Site Address</b>	11 Roman Road Farm		
<b>Ward</b>	Ribbleton	<b>Settlement</b>	No settlement (established employment area)
<b>Site Area (Ha)</b>	24.94	<b>Current Use</b>	Greenfield

### Location Map



### Site Details

<b>Current Allocations/Designations?</b>	EP1: Employment Site Allocations in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Existing Planning Permission?</b>	Yes, 06/2022/0745 for 25ha of employment development. The site also has Reserved Matters (06/2023/0844) for 2.68ha within the outline 25ha site at plots 6 and 8 for employment development.

### Site Assessment

<b>Access to labour/services</b>	Adjacent to established employment area near strategic networks
<b>Market attractiveness</b>	Close to strategic highway network, services are available with no abnormal costs, flexible opportunities
<b>Potential future use(s)</b>	B2, B8, E(g)
<b>Proximity to urban area</b>	Within an established employment area
<b>Compatibility with Adjoining/Surrounding Uses</b>	Red Scar Industrial Estate adjoining to the east of the West.

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.  
Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Utilities access will be addressed through the relevant planning permissions.  
United Utilities – onsite modelled sewer flood risk.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England – Green - No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific SFRA submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourses onsite. 0.58% of the site is at high risk of surface water flooding.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

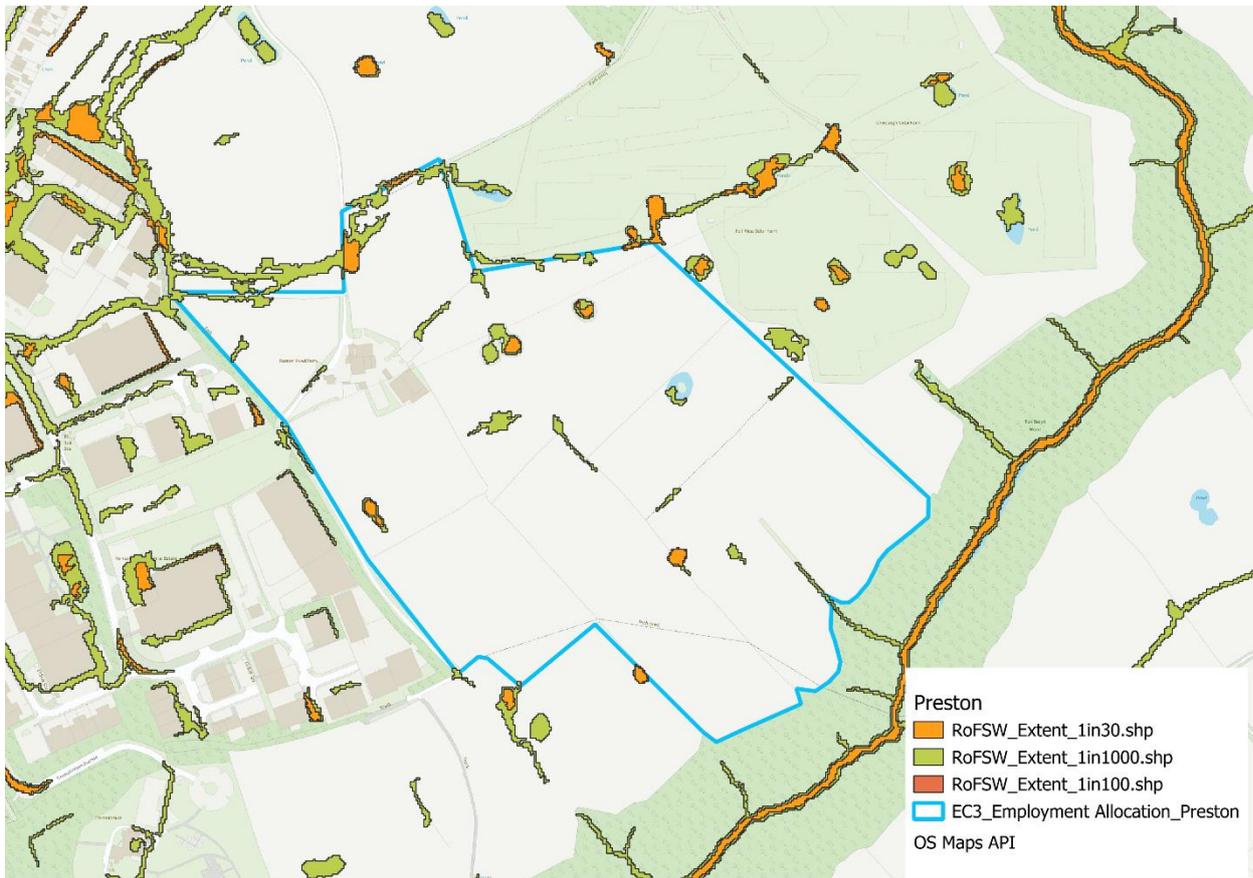
### Surface Water Flooding

1 in 30 year (Area %)	0.58
1 in 100 year (Area %)	0.96
1 in 1000 year (Area %)	2.82

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

Trees and hedgerows on site. The site borders onto the Red Scar and Tun Brook Woods Site of Special Scientific Interest (SSSI) and the Turn Brook.

HRA – Moderate - Approximately 12.8km northeast of Ribble and Alt Ramsar site, at the closest point. Around 10 pastoral fields with hedgerows and three small ponds. The site is bordered by further arable and pastoral fields to the north, a solar farm to the east, a stretch of broadleaved woodland to the south, and urban areas west.

## Sustainability Appraisal Summary

The site would have likely positive effects on deprivation, health and sustainable transport. Whilst flood risk and social infrastructure have been identified as significant negative effects, however it is considered that any impact can be mitigated.

### Requirements (and Masterplan if applicable)

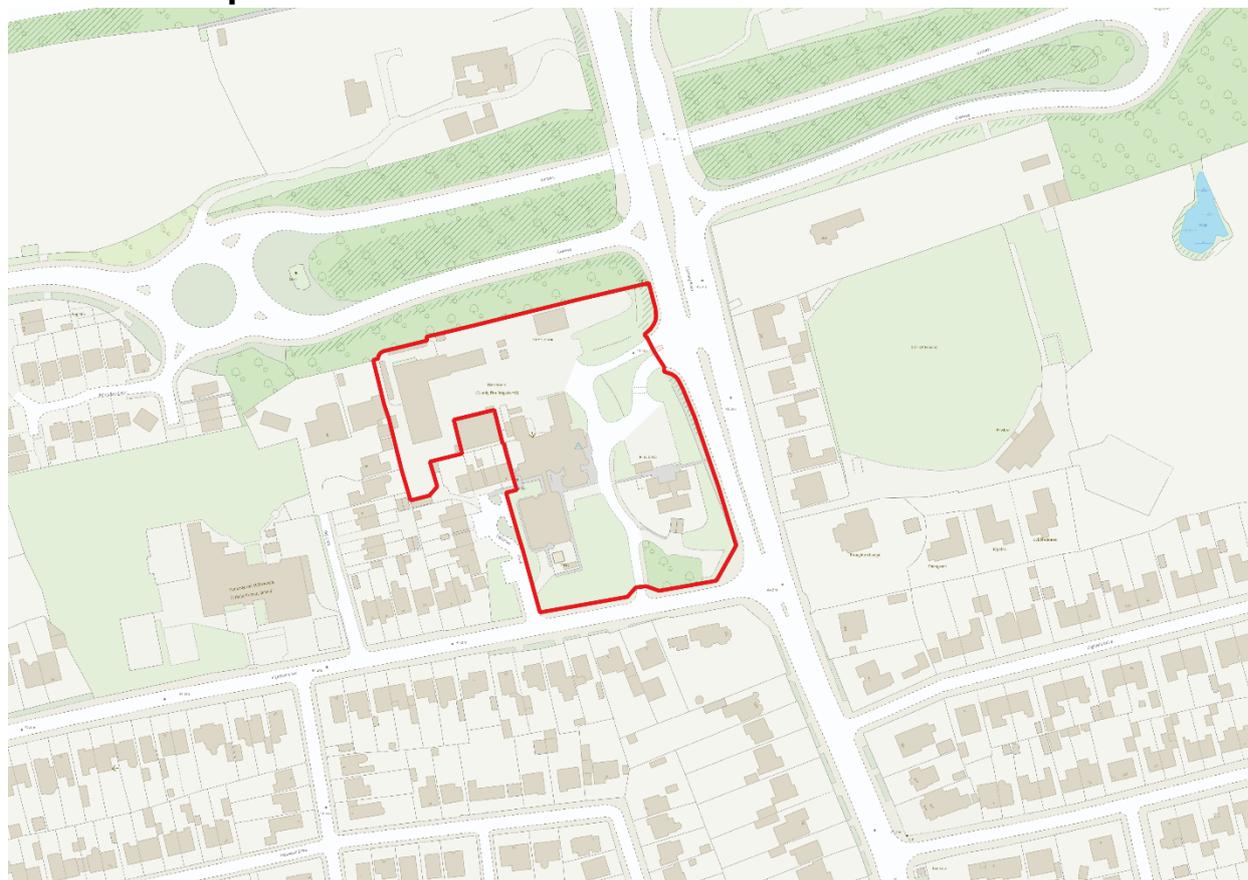
- Issues identified will have been addressed as part of planning permission granted.

<b>Recommendation</b>	<i>Allocate site for employment</i>
<b>Justification</b>	<i>Has planning permission</i>

## Site Profile 24

<b>Allocation Reference</b>	HS4.15	<b>SHELAA Ref(s)</b>	19P144
<b>Site Address</b>	Lancashire Fire and Rescue HQ, Garstang Road		
<b>Ward</b>	Greyfriars	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	1.46	<b>Capacity</b>	40

### Location Map



### Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential, school and cricket pitch near by
<b>Current Allocations/Designations?</b>	HS1.1 Housing allocation in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

### Infrastructure

#### Highways/Transport

LCC Highways - Access opportunities onto both A6 and Lightfoot Lane. Safety considerations need to be had for vehicular access and crossing provision. Sustainable access may be difficult with challenges that will need to be overcome as it is a sensitive location. Some good footpaths, but unadopted, private access roads are absent/narrow.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes and

Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.  
United Utilities – Record of sewer flooding in the vicinity of the site. Water main(s) and sewer(s) within the boundary.

### Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England – Amber - GII listed milestone NE

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.  
 Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.  
Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.  
Environment Agency – no constraints

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

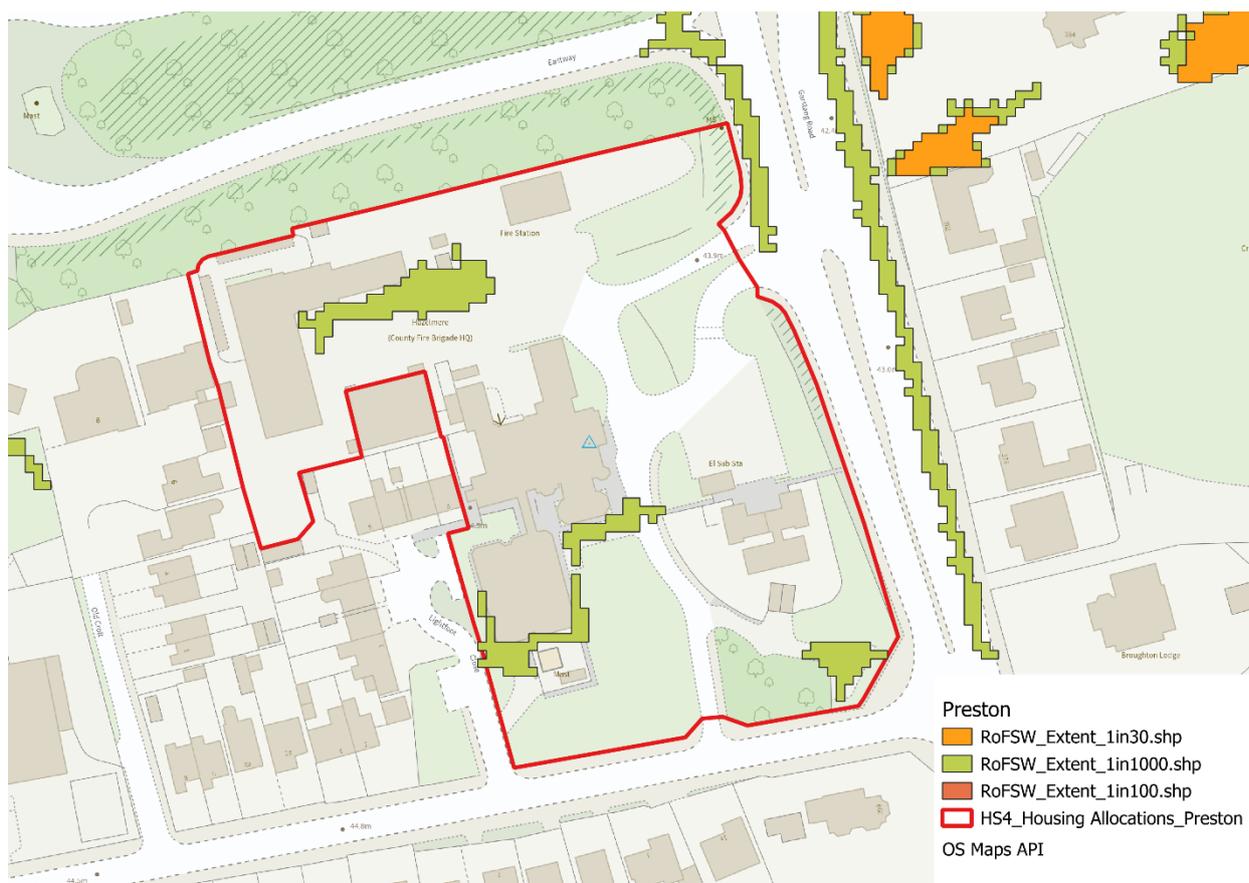
#### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	5.16

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Negligible - Approximately 15km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area comprising several buildings surrounded by hardstanding and a carpark, with small areas of managed grassland and lawn, and areas of broadleaved trees at the edges of the site. Several driveways and roads are present on the site. Bordered by Garstang Road to the east, Lightfoot Lane to the south, Eastway Road to the north, and further buildings to the west.

## Sustainability Appraisal Summary

The site has positive effects including health and wellbeing, social infrastructure, sustainable transport, flood risk and land resources. Air quality has been highlighted as a negative effect, others are uncertain, however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

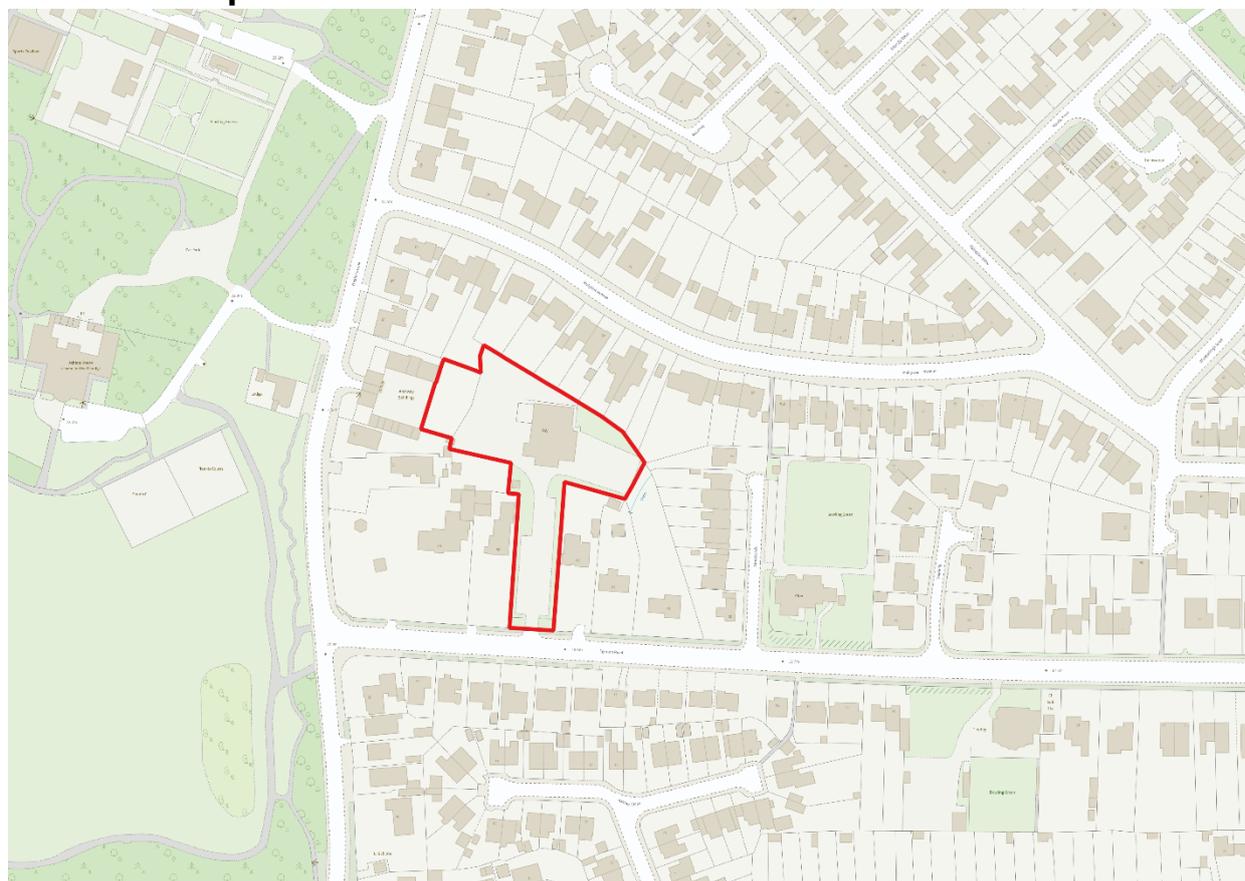
- See detailed Level 2 SFRA for issues that must be addressed
- Operational site for Lancashire Fire and Rescue, part of the site may need to be retained due to an ongoing review of Fire cover in the Preston area
- Consultation with United Utilities due to water main(s) and sewer(s)
- Transport Assessment and Travel Plan

<b>Recommendation</b>	<i>Allocate site for housing.</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 25

<b>Allocation Reference</b>	HS4.16	<b>SHELAA Ref(s)</b>	19P155
<b>Site Address</b>	Brethrens Meeting Room, Egerton Road		
<b>Ward</b>	Ashton	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.53	<b>Capacity</b>	12

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential with Ashton Park close by
<b>Current Allocations/Designations?</b>	HS1.12 Housing allocation ins the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

**LCC Highways** - Good frontage, wide footway with verge. No access issues. Due to scale of development, limited impact. Frequent public transport within 400m. Access to services with 0.7 miles and footways along site frontage/ access (Egerton Road) of good standard.

**Central Lancashire Highways and Transport Strategy** - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle). The overall Strategy highlights areas where further investment

is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities.  
United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England – **Amber** - to rear of Grade II

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – Level 2 SFRA undertaken for this site. See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

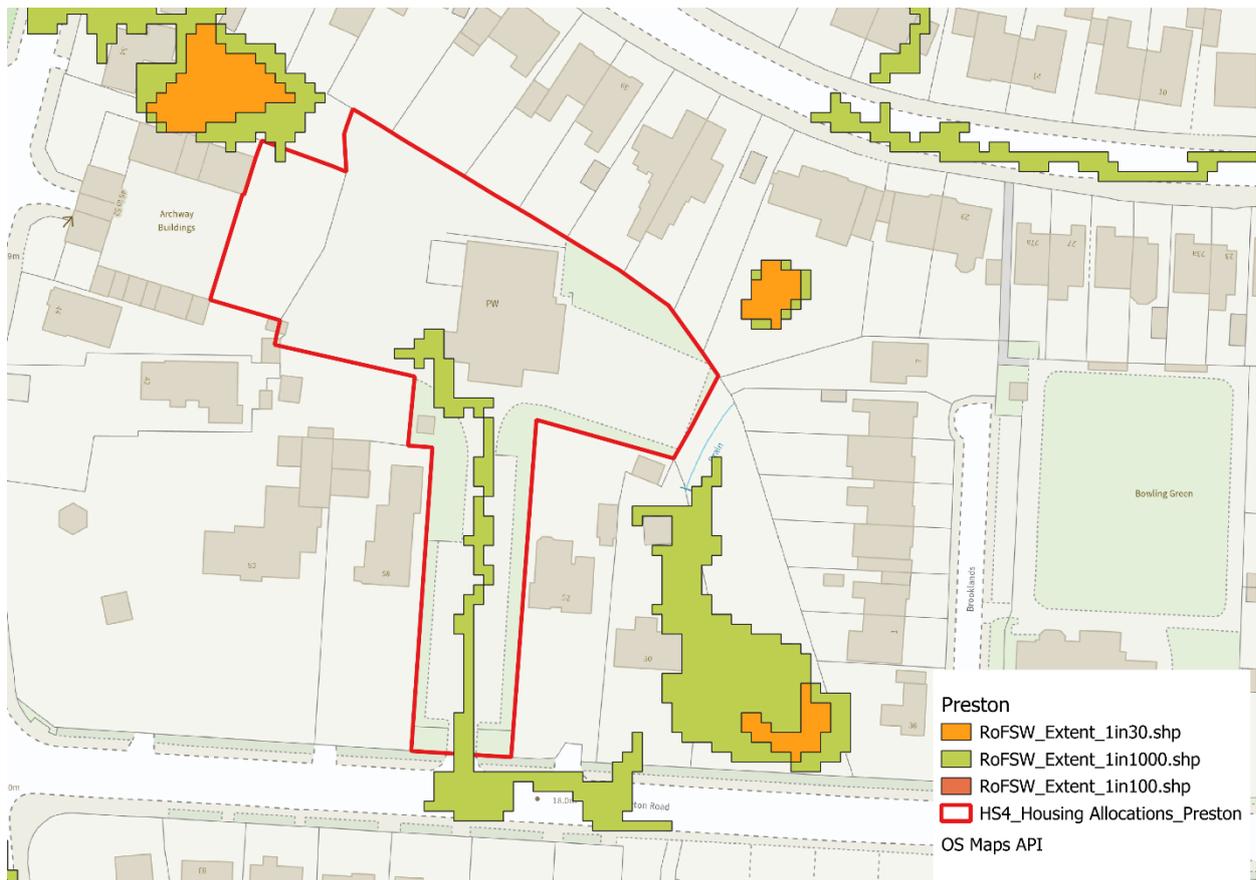
### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	6.05

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Negligible - Approximately 15.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.3km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 5.2km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. An area of hardstanding comprising a carpark, with a building at the centre of the site, a small area of lawn at the west of the site, and broadleaved trees at the northwest and northeast of the site. Bordered by buildings and gardens to the north and west, Egerton Road to the south, and broadleaved trees to the east.

## Sustainability Appraisal Summary

The site has positive effects including health and wellbeing, social infrastructure, sustainable transport, flood risk and land resources. Negative effects include air quality; however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

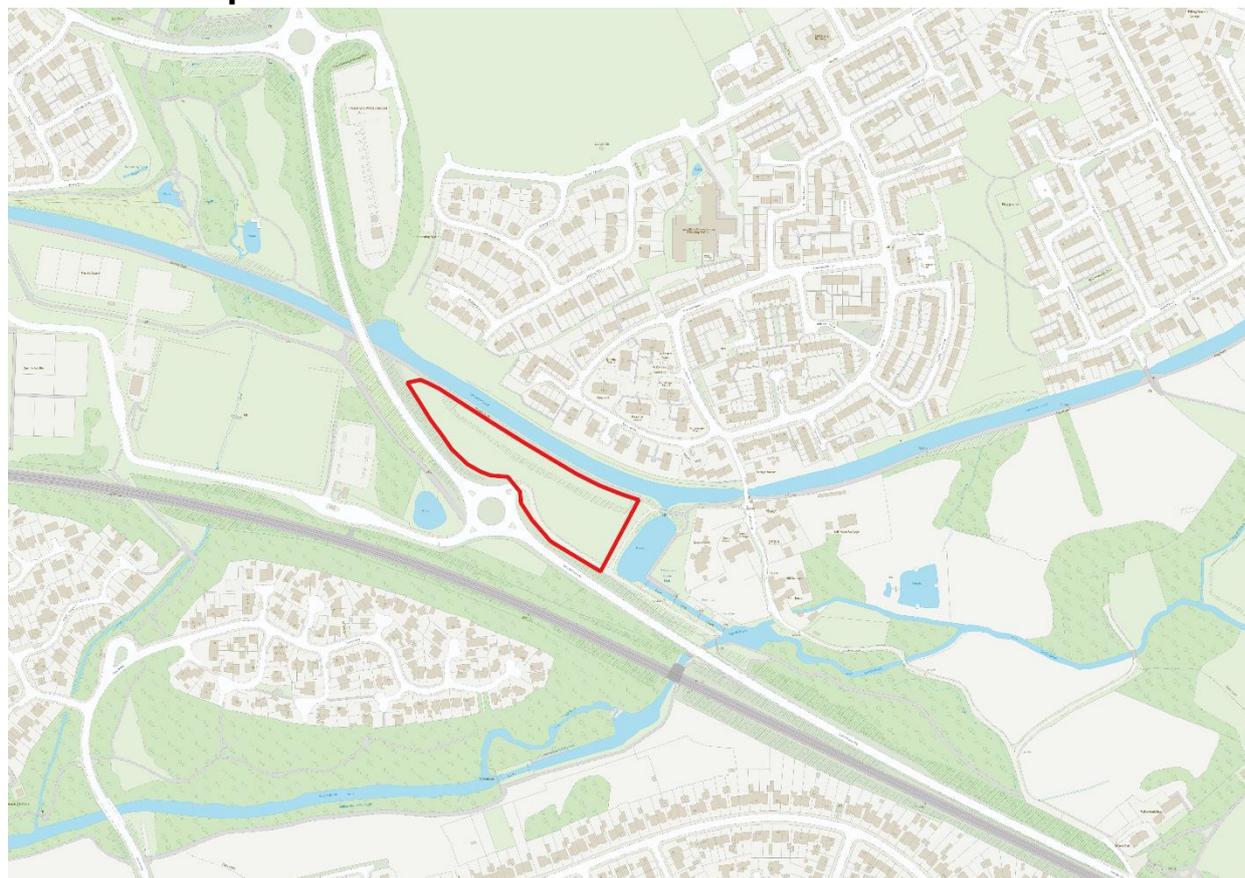
- See detailed Level 2 SFRA for issues that must be addressed
- TPOs must be protected and retained
- Consultation with the Environment Agency due to Source Protection Zone
- See detailed HIA for mitigation measures where required

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 26

<b>Allocation Reference</b>	HS4.17	<b>SHELAA Ref(s)</b>	19P156
<b>Site Address</b>	Land North of Tom Benson Way, PR2 3GA		
<b>Ward</b>	Ingol and Cottam	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	1.16	<b>Capacity</b>	35

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Canal, Tom Benson Way, UCLan sports facilities close by
<b>Current Allocations/Designations?</b>	HS1.13 Housing Allocation in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes. Community Gateway Association
<b>Timescale</b>	0-5
<b>Existing Planning Permission?</b>	Yes. 06/2020/0652

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.  
Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 3: Access to proposed local transport schemes, Metric

4: Existing high-volume movement flows/capacity and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permissions at the site.  
United Utilities – no comments.

### Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England - **Green** – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.  
Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.  
Environment Agency – no comments.

#### Flood Zone Coverage

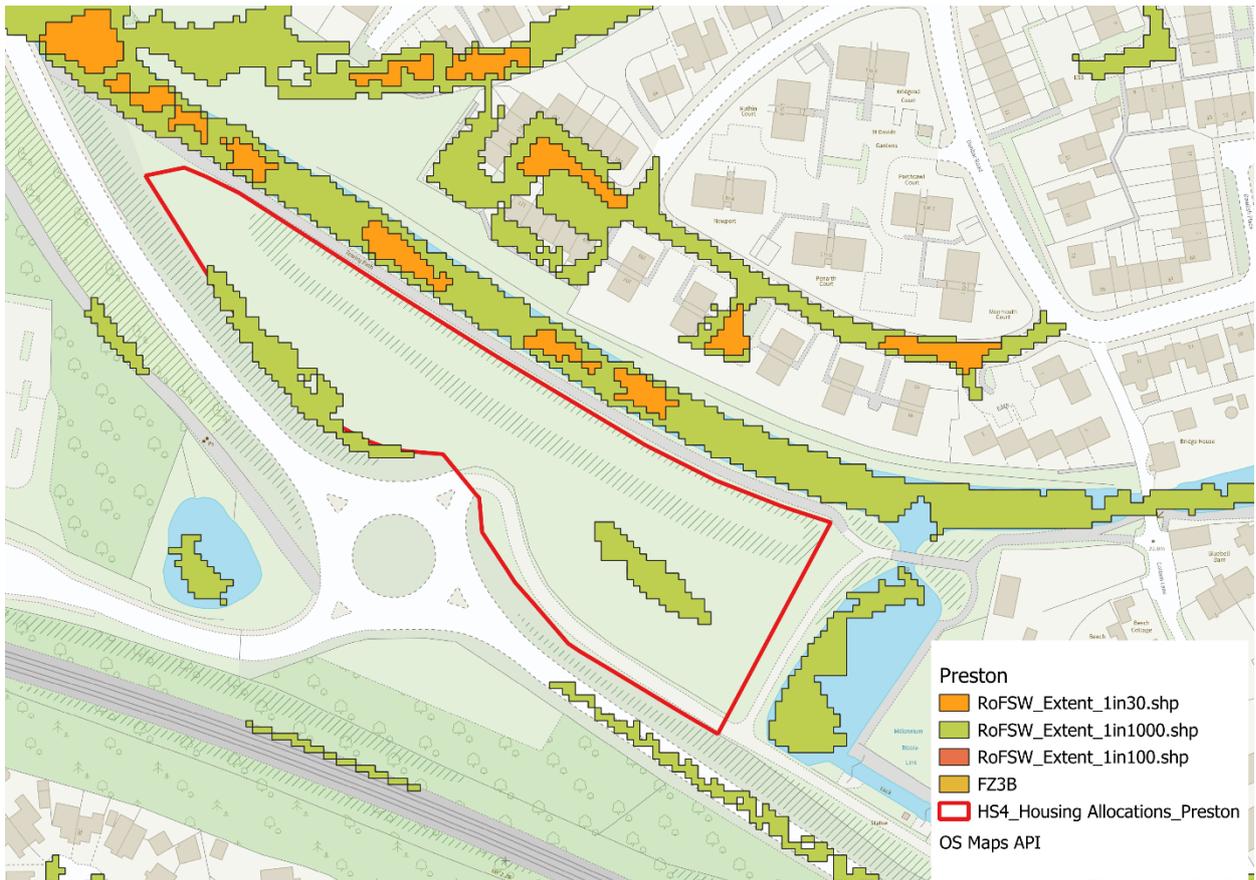
Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

#### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	1.21
1 in 1000 year (Area %)	6.57

No. of flooding reports on site

No. of flooding reports within 50m   
 No. of flooding reports within 100m



**Landscape & Ecology**

HRA – Low - Approximately 5.3km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 14.5km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.9km northeast of Martin Mere SPA and Ramsar site, at the closest point. One field with a line of broadleaved trees at the west of the site and a track running through the south of the site. Bordered by Lancaster Canal to the north and east, and Tom Benson Way to the south and west. Sits in the wider urban area of Preston.

**Sustainability Appraisal Summary**

Site has planning permission.

**Requirements (and Masterplan if applicable)**

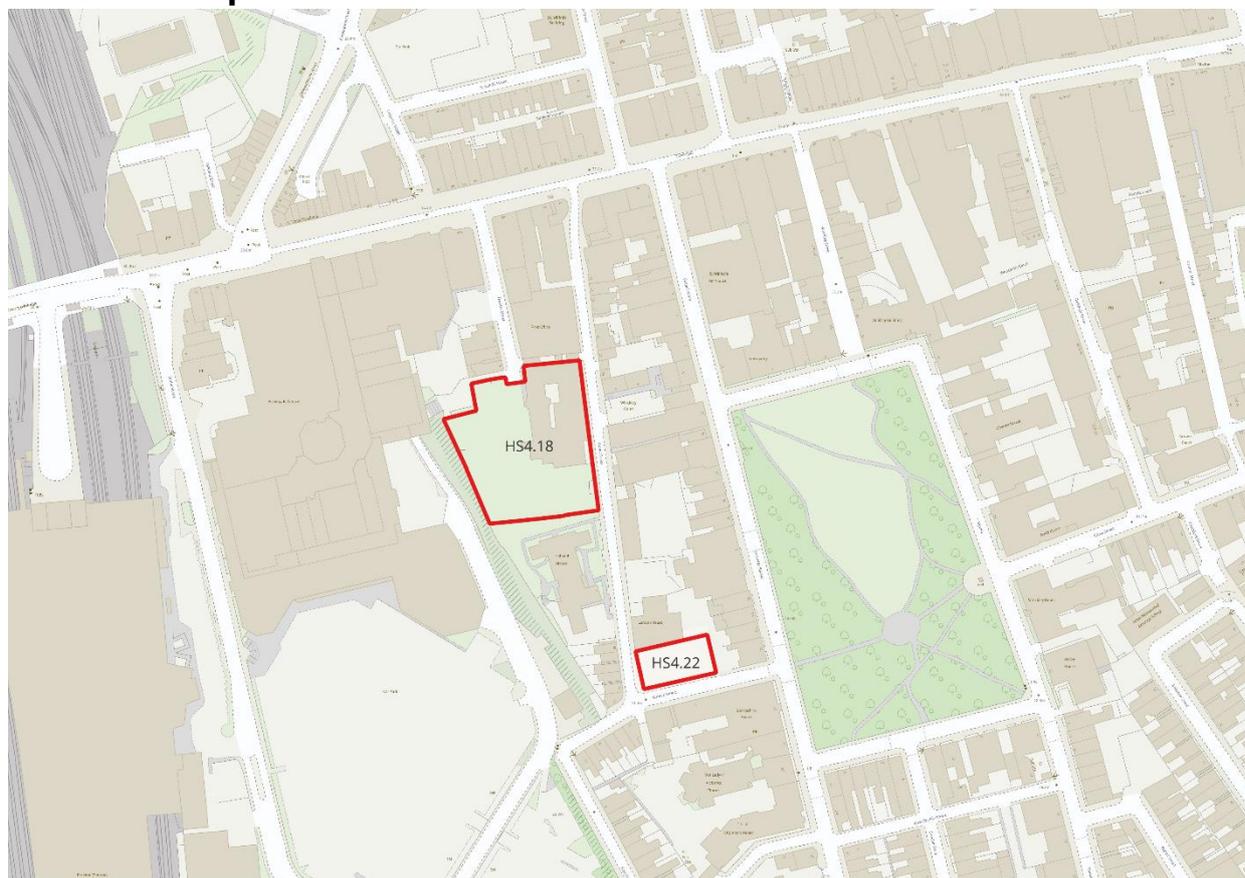
Issues identified will have been addressed as part of planning permission granted (06/2020/0652).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 27

<b>Allocation Reference</b>	HS4.18	<b>SHELAA Ref(s)</b>	19P161
<b>Site Address</b>	Former St Joseph's Orphanage, Theatre Street, PR1 8BS		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.38	<b>Capacity</b>	67

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Retail, commercial and some residential.
<b>Current Allocations/Designations?</b>	OP2 Winckley Square Opportunity area and SP4.1 Housing Allocation in the City Centre Plan, EN8 Winckley Square Conservation area.
<b>Known Developer Interest?</b>	Czero Developments Ltd – site stalled
<b>Timescale</b>	10+ years
<b>Existing Planning Permission?</b>	Yes (06/2019/0952 has a technical start)

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle) and Metric 5: High level analysis of trip rates. The overall

Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permissions at the site.

United Utilities – no comments.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Red** – check whether you need permission from HE

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	7.39

No. of flooding reports on site

0

No. of flooding reports within 50m

0

No. of flooding reports within 100m

2



## Landscape & Ecology

**HRA** – Negligible - Approximately 17.9km northeast of Martin Mere SPA and Ramsar site, at the closest point. An urban site comprising a number of buildings and hardstanding. Bordered by Mount Street to the east, a line of trees and a large building to the south, a line of trees to the west, and further buildings to the north. Set within the urban area of Preston.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

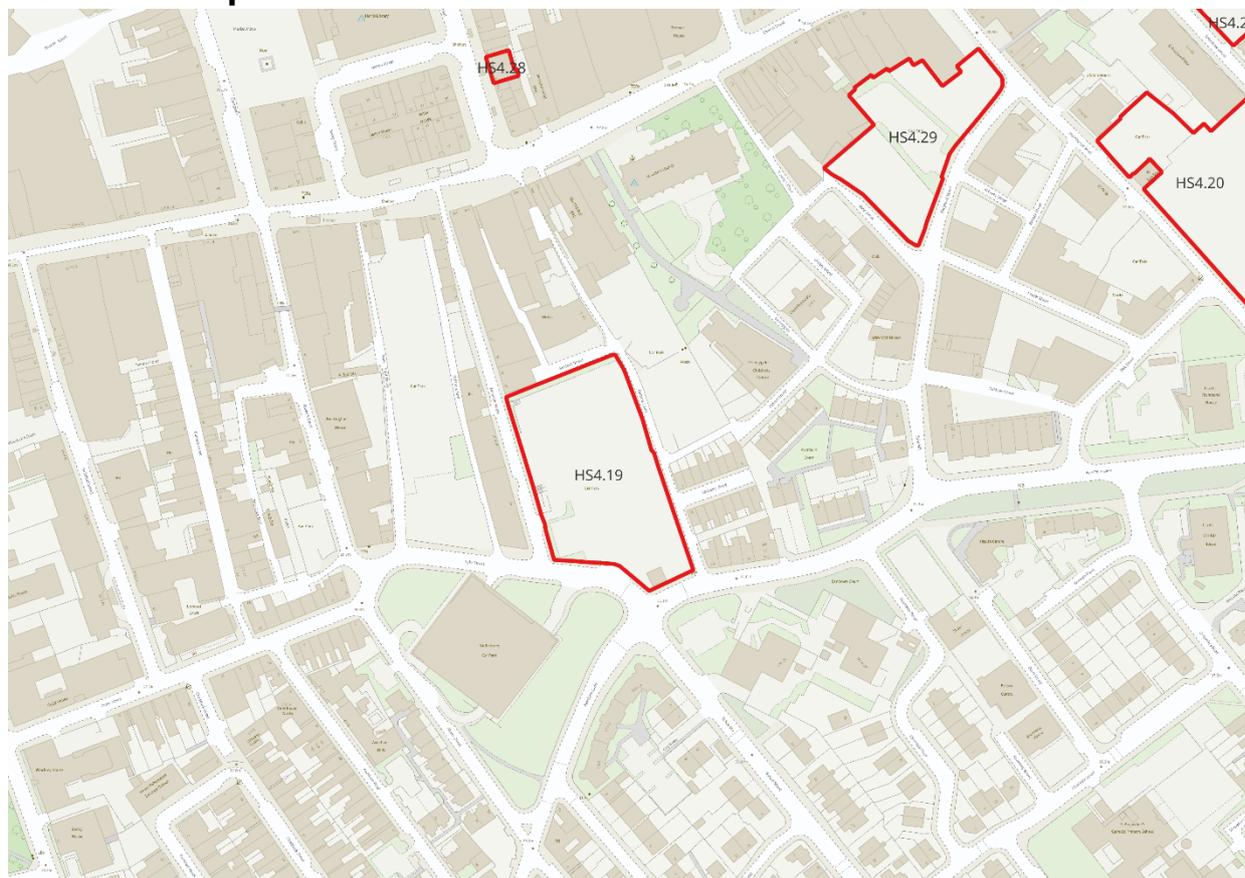
Issues identified will have been addressed as part of planning permission granted (06/2019/0952).

<b>Recommendation</b>	Allocate site for housing
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 28

<b>Allocation Reference</b>	HS4.19	<b>SHELAA Ref(s)</b>	19P162
<b>Site Address</b>	Avenham Street Car Park		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.55	<b>Capacity</b>	294

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Car parking, commercial, Public house and some residential
<b>Current Allocations/Designations?</b>	OP4 Stoneygate Opportunity area in the City Centre plan and SP4.2 Housing allocation
<b>Known Developer Interest?</b>	Pillars PR1 Ltd – site stalled
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	Yes - 06/2019/0856 for 294 units

## Infrastructure

### Highways/Transport

LCC Highways - options for access. Concerns about servicing/ delivery/ waste management. Proposal must be sensitive to local constraints, to be made acceptable in terms of safety and congestion. Footways of good standard and services accessible with 0.3 miles.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 3: Access to proposed local transport

schemes. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Access to utilities at the site will be addressed through the delivery of extant planning permissions at the site.  
United Utilities – Gravity sewer within boundary. Onsite modelled sewer flood risk.

### Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England - **Green** – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.  
Lead Local Flood Authority – no known ordinary watercourse onsite. 9.96% of the site is covered by high surface water risk.  
Environment Agency – no constraints

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

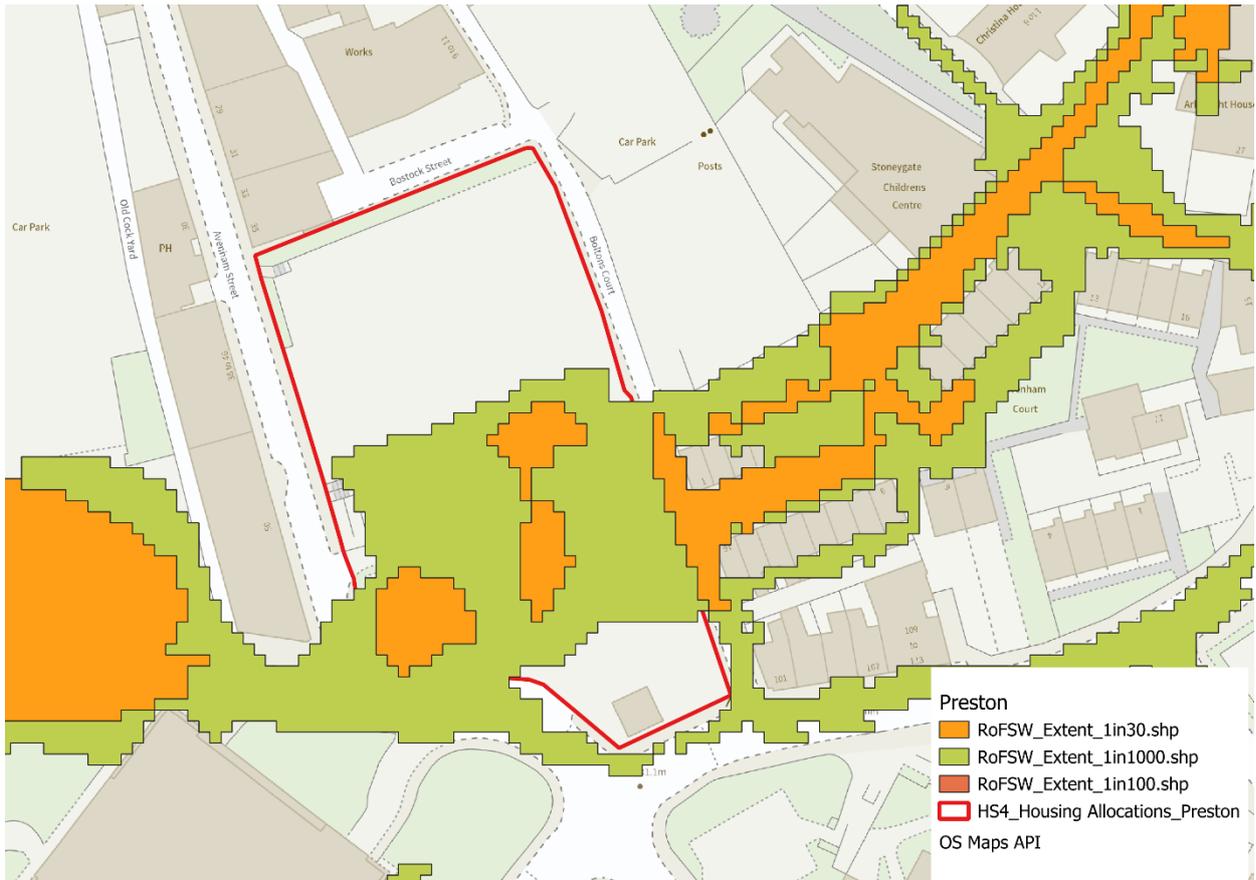
#### Surface Water Flooding

1 in 30 year (Area %)	9.88
1 in 100 year (Area %)	27.16
1 in 1000 year (Area %)	43.74

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Negligible - Approximately 18km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 7.7km east of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.5km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area of hardstanding comprising an urban carpark. A small number of trees line the northern and southwestern edge of the site. Set within the urban area of Preston and bordered by roads on all sides.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

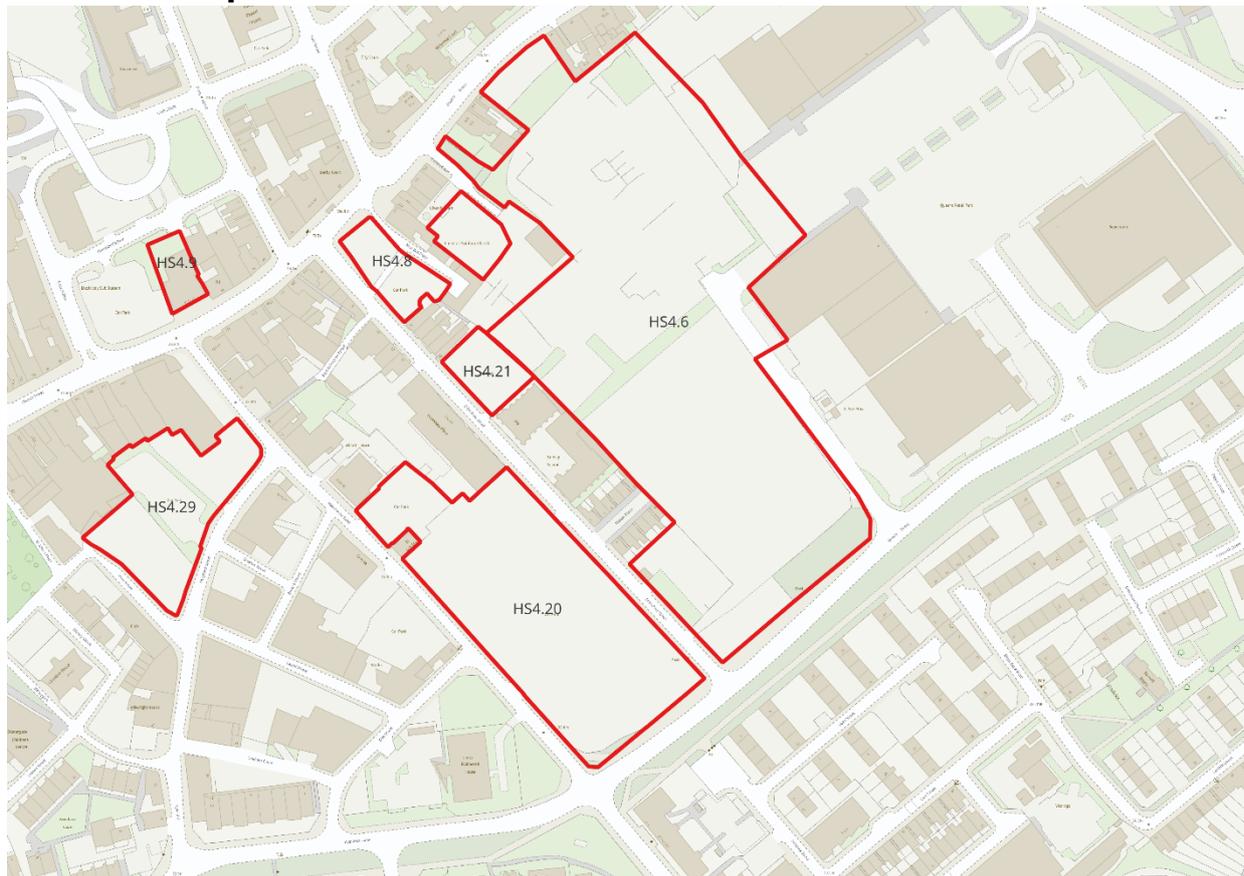
Issues identified will have been addressed as part of planning permission granted (06/2019/0856).

<b>Recommendation</b>	Allocate site for housing
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 29

<b>Allocation Reference</b>	HS4.20	<b>SHELAA Ref(s)</b>	19P165
<b>Site Address</b>	Grimshaw Street/Queen Street, PR1 3DB		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.97	<b>Capacity</b>	146

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Commercial, residential and parking
<b>Current Allocations/Designations?</b>	OP4 Stoneygate opportunity area in the City centre Plan and SP4.5 Housing Allocation
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	Yes 06/2022/1084 outline permission for 469 units with retail at ground level

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission. See comments from LHA.  
Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was not rated red for any of the metrics. The overall Strategy highlights areas where

further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Access to utilities has been addressed through application 06/2022/1084.  
United Utilities – Onsite modelled sewer flood risk.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Amber - 4 Grade II assets adjacent to site

## Flood Risk

Level 1 SFRA Strategic Recommendation D - Development could be allocated on flood risk grounds based on the evidence of this Level 1 SFRA.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site

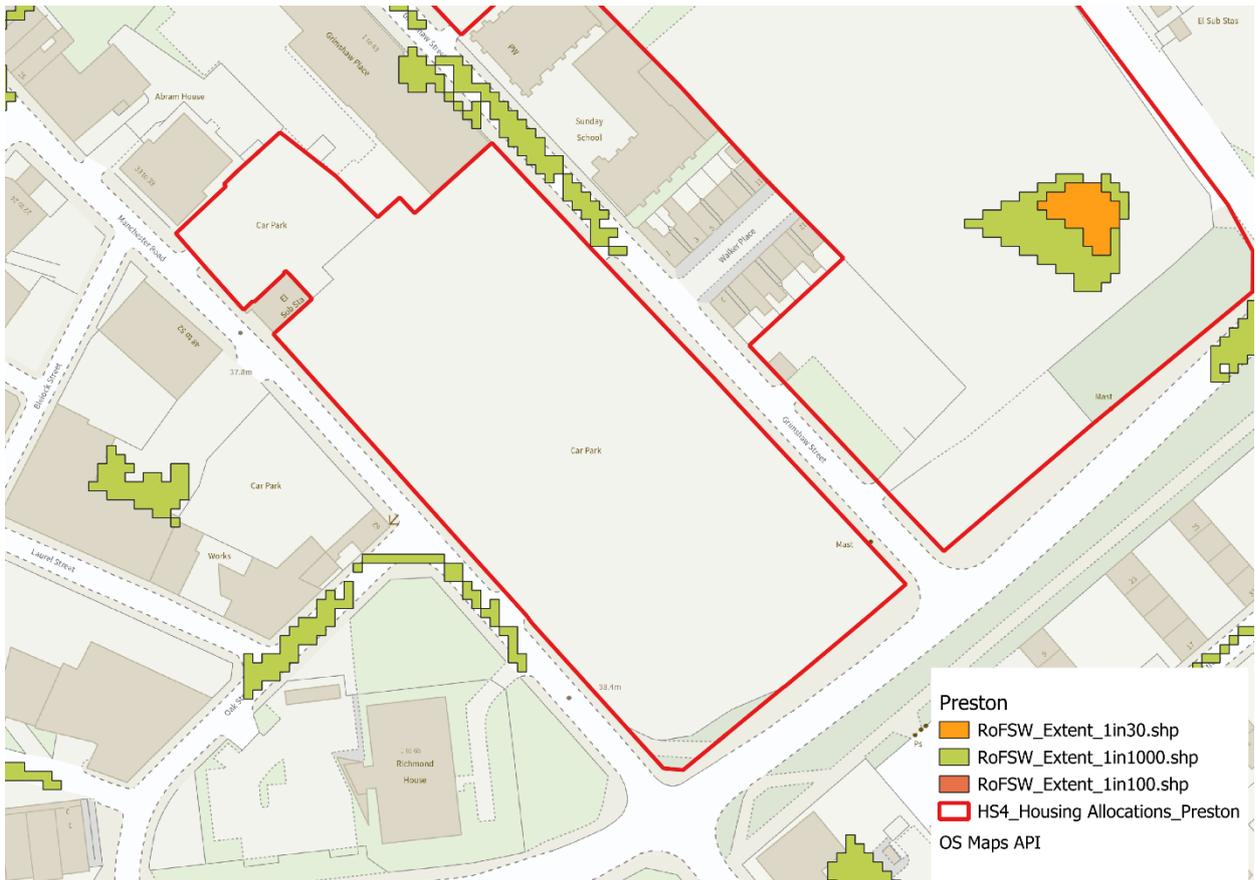
0
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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### Landscape & Ecology

**HRA** – Negligible - Approximately 7.9km east of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.5km northeast of Martin Mere SPA and Ramsar site, at the closest point. An area of hardstanding within the urban area of Preston. No buildings or significant vegetation are present on site. Bordered by roads to the east, south, and west, and buildings and hardstanding to the north.

### Sustainability Appraisal Summary

Site has planning permission.

#### Requirements (and Masterplan if applicable)

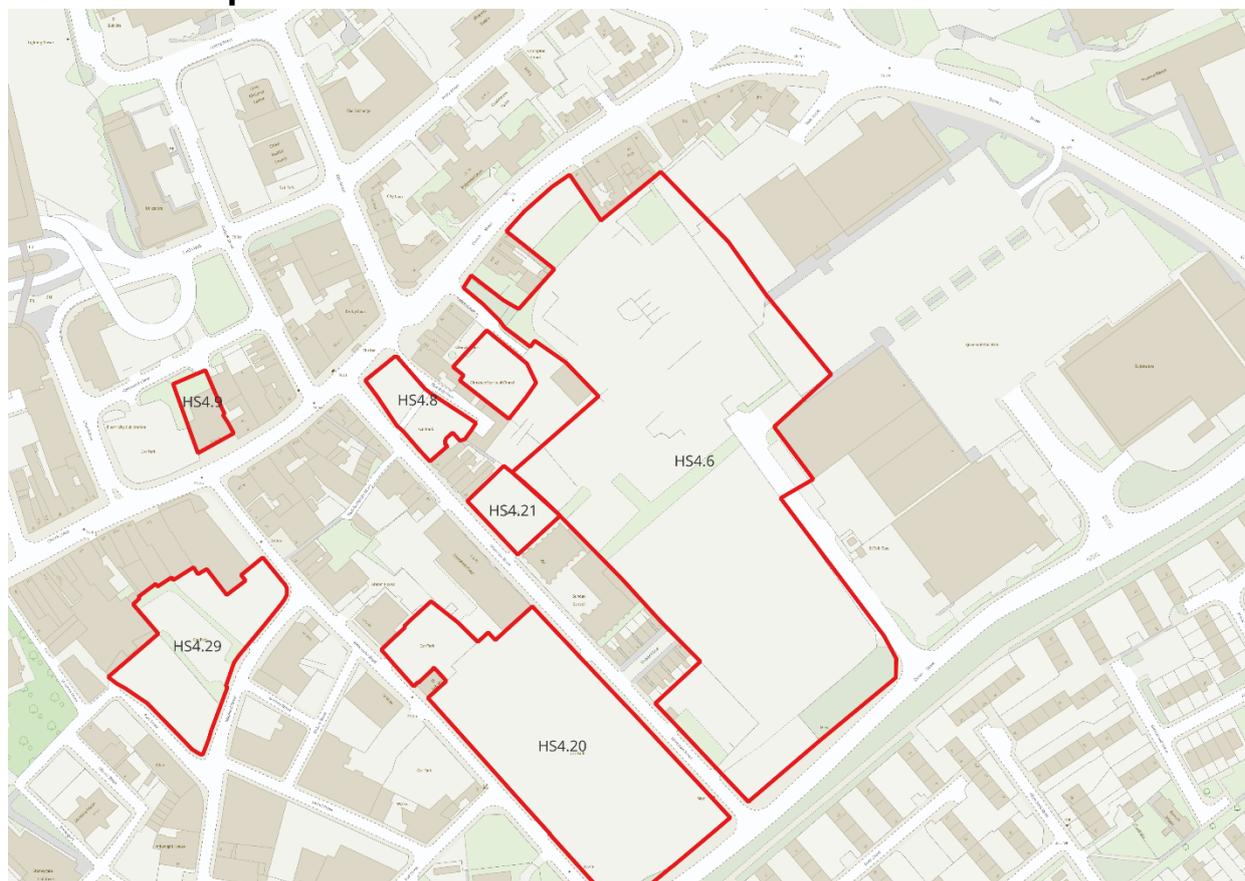
Issues identified will have been addressed as part of planning permission granted (06/2022/1084).

<b>Recommendation</b>	Allocate site for housing
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 30

<b>Allocation Reference</b>	HS4.21	<b>SHELAA Ref(s)</b>	19P166
<b>Site Address</b>	Former Byron Hotel, Grimshaw Street		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.09	<b>Capacity</b>	28

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Place of Worship, residential, car park
<b>Current Allocations/Designations?</b>	OP5 Horrocks Quarter Opportunity area and SP4.6 Housing allocation in the City Centre Plan
<b>Known Developer Interest?</b>	Pillars PR1 Ltd – site stalled
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	Yes - 06/2018/1276 technical start for 28 apartments

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle) and Metric 5: High level analysis of trip rates. The overall

Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities (see 06/2018/1276).  
United Utilities – Onsite modelled sewer flood risk.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.  
LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	1.14

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Negligible - Approximately 8km east of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.5km northeast of Martin Mere SPA and Ramsar site, at the closest point. An area of hardstanding within the urban area of Preston. Minimal scattered vegetation is present on the site. Bordered by Grimshaw Street to the west, and urban areas consisting of building and hardstanding to the north, east, and south.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

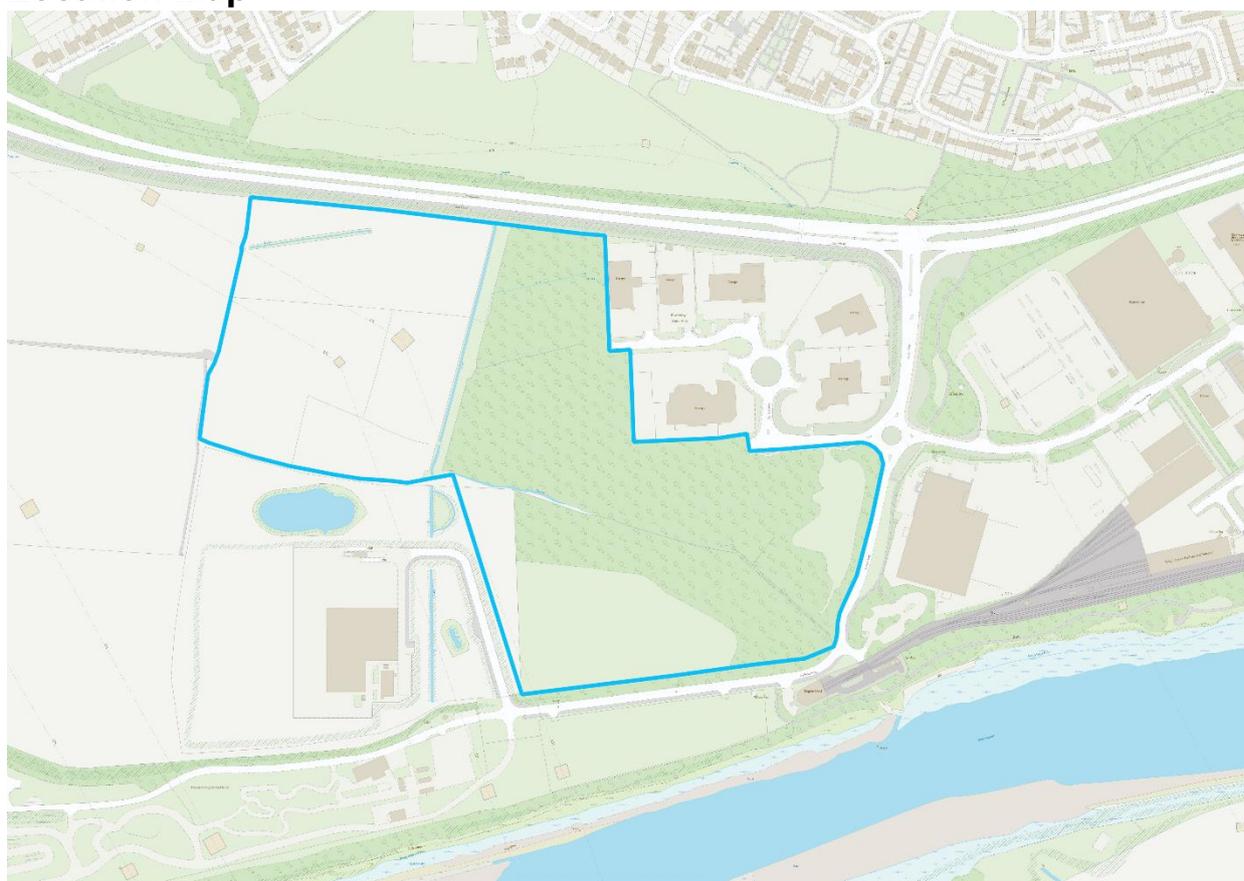
Issues identified will have been addressed as part of planning permission granted (06/2018/1276).

<b>Recommendation</b>	Allocate site for housing
<b>Justification</b>	<i>Site has planning permission</i>

## Site Profile 31

<b>Allocation Reference</b>	EC3.4	<b>SHELAA Ref(s)</b>	19P178
<b>Site Address</b>	Riversway, Maritime Way, Preston, PR2 2HT		
<b>Ward</b>	Ashton/ Lea & Larches	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	16.6	<b>Current Use</b>	Greenfield

### Location Map



### Site Details

<b>Current Allocations/Designations?</b>	Part EN1 Open Countryside, EP5 Riversway Phase B - Site Specific Policy, IN3 Park & Ride Sites, Mineral Safeguarding Site Allocation in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Existing Planning Permission?</b>	No

### Site Assessment

<b>Access to labour/services</b>	Good proximity to key county routes
<b>Market attractiveness</b>	Priority services are available with no abnormal costs, Good quality business park/greenfield location, flexible
<b>Potential future use(s)</b>	E(g), B2
<b>Proximity to urban area</b>	Within Preston Main Urban Area
<b>Compatibility with Adjoining/Surrounding Uses</b>	Site adjoins to an existing employment site

## Infrastructure

### Highways/Transport

LCC Highways - Existing access into the site - no issues of significance. Site may contribute to existing congestion on Blackpool Road and Strand Road. Public transport every 60 minutes and limited/ absent footways along site frontage and site boundaries.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services (cycle) and Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to gas and broadband.

United Utilities – pressurised water main and gravity sewer within boundary. Onsite modelled sewer flood risk (this relates to modelled flood risk from an adjacent highway drain).

### Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B -Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – six known ordinary watercourses onsite (543.04m). 1.72% of the site is at high risk of surface water flooding.

Environment Agency – Source Protection Zone 3, Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity), flood zone 2

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

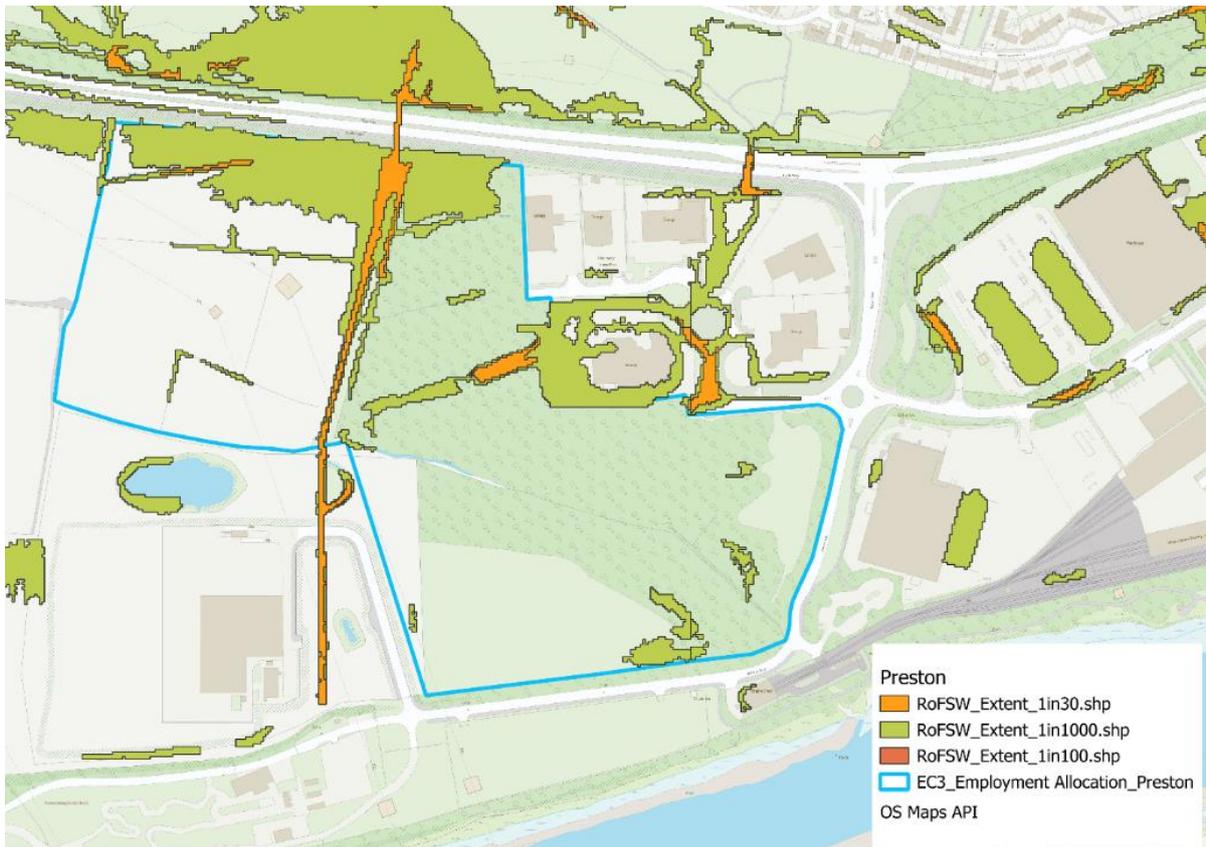
#### Surface Water Flooding

1 in 30 year (Area %)	1.72
1 in 100 year (Area %)	3.25
1 in 1000 year (Area %)	16.5

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

Lancashire Woodland Ecological Network runs through northern part of the site. Ecology consultation zone runs within eastern edge and southern edge of site. Gas distribution pipes and Transpennine Ethylene distribution pipes with buffer run across the middle of the site from roughly west to northeast. Other transmission pipes with buffer are located within the western edge of the site. Overhead electricity power lines with buffer and pylons in western half of site.

HRA – Moderate - Approximately 3.3km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 14.7km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 15.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Grassland with lines of trees and hedgerows and areas of broadleaved woodland and scrub with tracks running through. Bordered by Wallend Road and the River Ribble to the south, urban areas to the east, Riversway Road to the north and further areas of grassland and arable fields to the west. Suez waste management services sits to the southwest of the site. Potential for connectivity to the Ribble and Alt SPA and Ramsar site via the River Ribble.

## Sustainability Appraisal Summary

The site has positive effects on social infrastructure, health and wellbeing and sustainable transport. Negative effects include health and wellbeing, air quality and flooding risk, although this site has been subject to a Level 2 SFRA and it is considered that any other impacts could be mitigated.

### Requirements (and Masterplan if applicable)

- Consultation with United Utilities
- Consultation with the Environment Agency
- See detailed Level 2 SFRA for issues that must be addressed

- Consultation with Natural England regarding Ribble and Alt SPA and Ramsar – a HRA may be required

<b>Recommendation</b>	<i>Allocate site for employment.</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 32

<b>Allocation Reference</b>	HS4.22	<b>SHELAA Ref(s)</b>	19P184
<b>Site Address</b>	Mount Street/Garden Street, Preston, PR1 8BT		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.06	<b>Capacity</b>	47

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential, retail, train station
<b>Current Allocations/Designations?</b>	OP2 Wickley Square Opportunity Area and EN8 Winckley Square Conservation Area in the City Centre Plan
<b>Known Developer Interest?</b>	Northern Estates Ltd – site stalled
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	Yes, 06/2019/0499 full permission for 47 units

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.  
Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle) and Metric 5: High level analysis of trip rates. The overall

Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities (see 06/2019/0499).

United Utilities – Gravity sewer within the boundary and onsite modelled sewer flood risk.

## Heritage/Archaeology

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England – Amber - within Conservation Area

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0.56% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

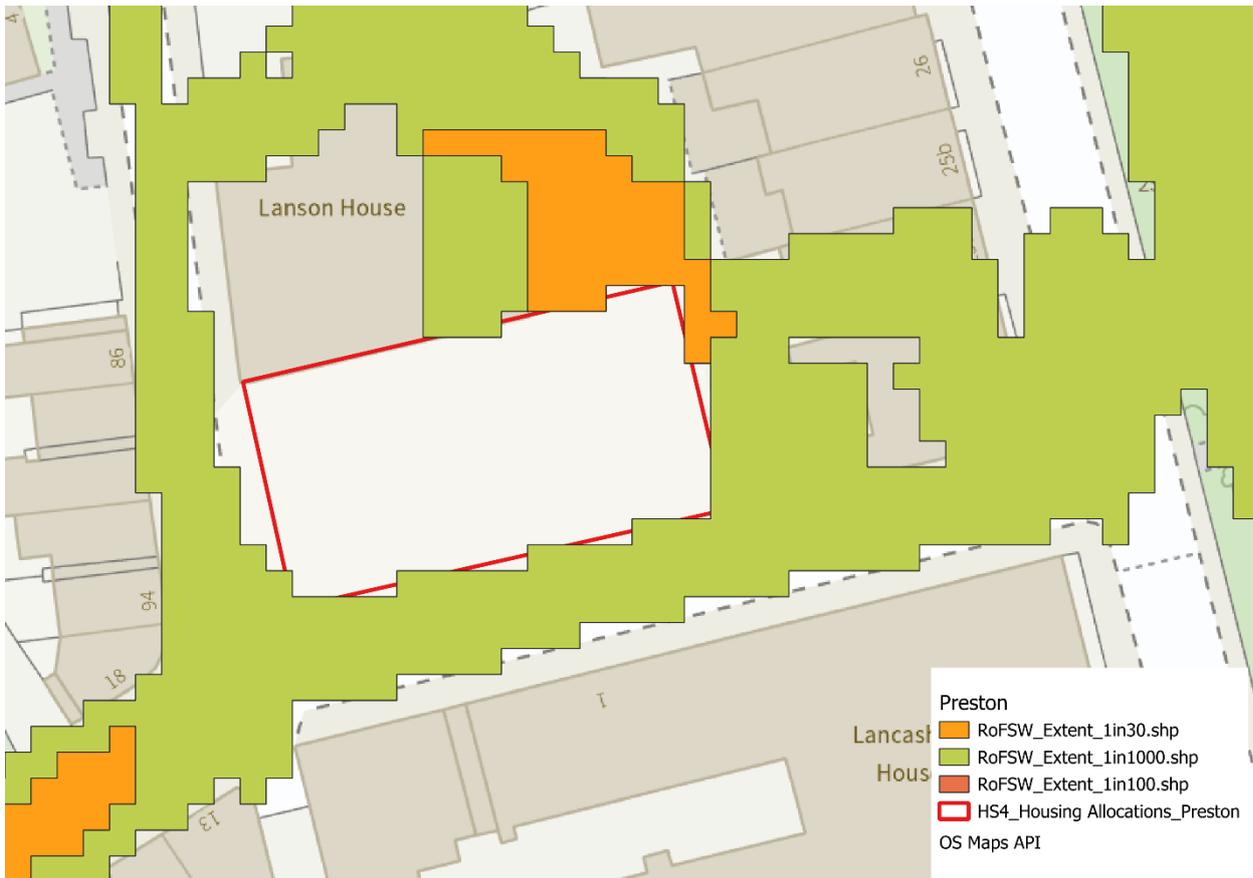
### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	1.64

No. of flooding reports on site

0
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No. of flooding reports within 50m	3
No. of flooding reports within 100m	3



### Landscape & Ecology

**HRA** – Negligible - Approximately 7.3km east of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.2km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.6km northeast of Martin Mere SPA and Ramsar site, at the closest point. An area of hardstanding set within the urban area of Preston. Minimal scattered vegetation is present on site. Bordered by Garden Street to the south, Mount Street to the west, buildings to the north, and a driveway to the east.

### Sustainability Appraisal Summary

Site has planning permission.

#### Requirements (and Masterplan if applicable)

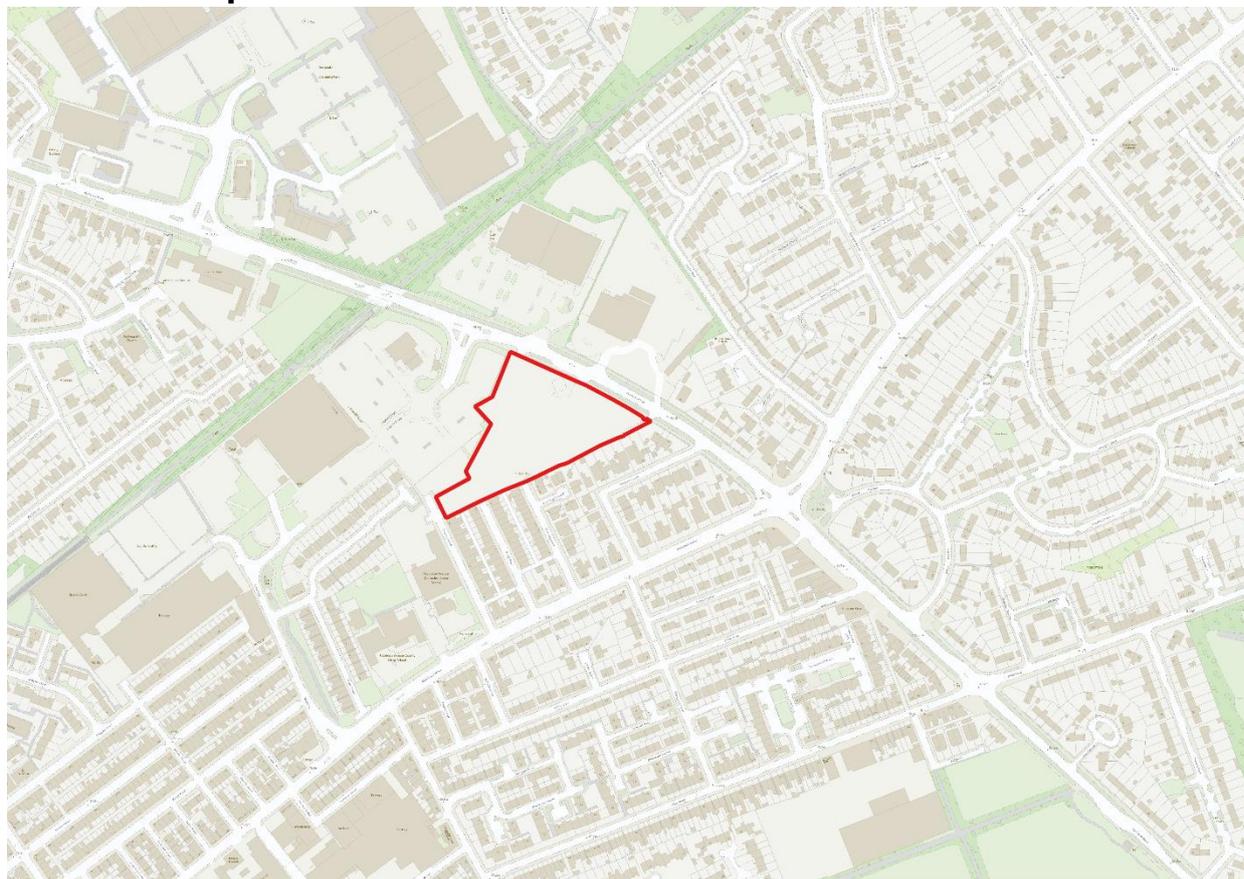
Issues identified will have been addressed as part of planning permission granted (06/2019/0499).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 33

<b>Allocation Reference</b>	HS4.23	<b>SHELAA Ref(s)</b>	19P199
<b>Site Address</b>	Former Perrys Car Showroom, 63-83, Blackpool Road		
<b>Ward</b>	St Matthews	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	1.22	<b>Capacity</b>	55

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Retail and residential
<b>Current Allocations/Designations?</b>	Within Inner East Preston Neighbourhood Plan area
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	06/2021/0116 approved subject to s106 for housing on this site for 55 units.

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle) and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities.

United Utilities – pressurised water main within boundary.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3, Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

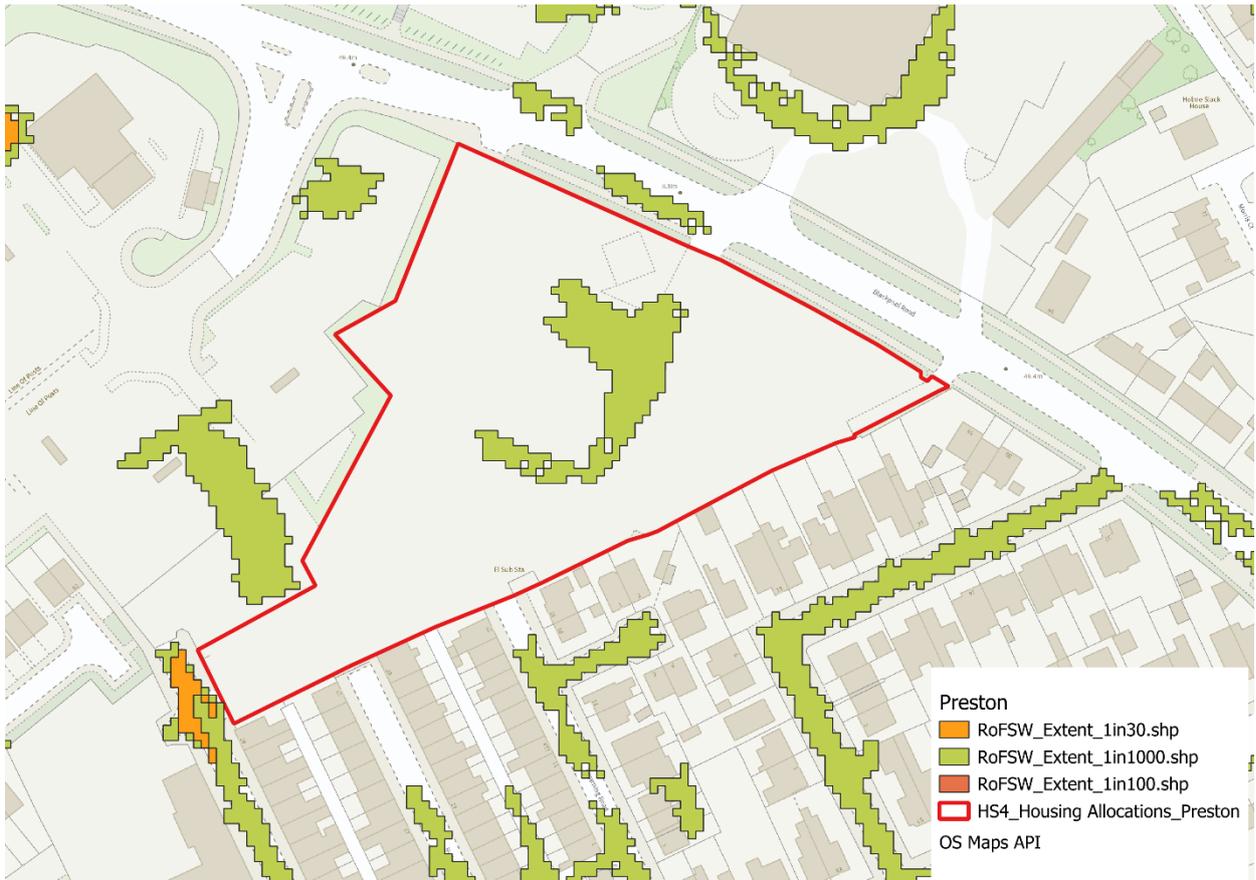
### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	1.76
1 in 1000 year (Area %)	7.86

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

Contaminated land.

HRA – Negligible - Approximately 9.4km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.8km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An urban area consisting of hardstanding, scattered scrub, scattered trees, and introduced shrub. Bordered Blackpool Road to the east, and urban areas to the north, west, and south. Set within the urban area of Preston.

## Sustainability Appraisal Summary

Site has planning permission- awaiting S106.

### Requirements (and Masterplan if applicable)

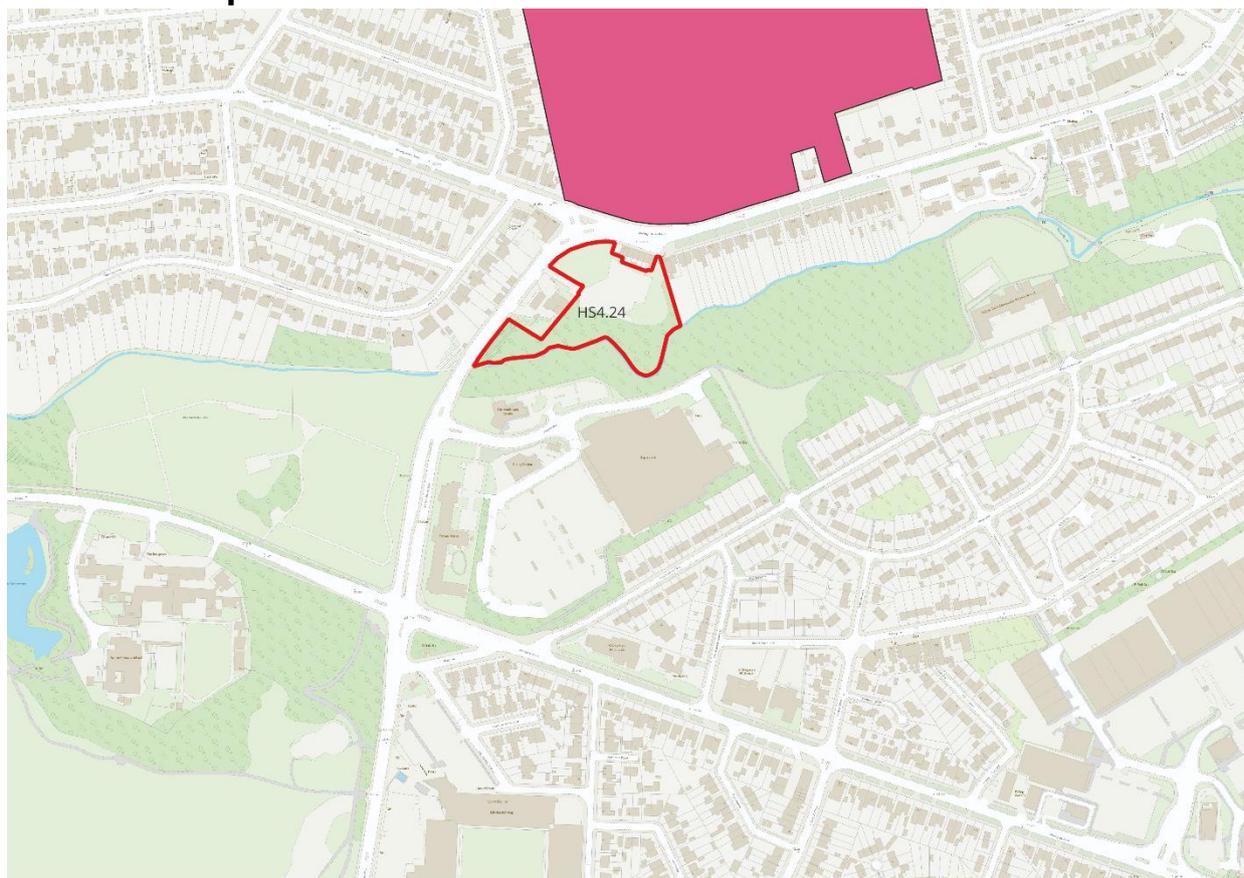
Issues identified will have been addressed as part of planning permission granted (06/2021/0116).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 34

<b>Allocation Reference</b>	HS4.24	<b>SHELAA Ref(s)</b>	19P227
<b>Site Address</b>	The Sumners, 195 Watling Street Road, Preston, PR2 8AB		
<b>Ward</b>	Garrison/Deepdale	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	1.06	<b>Capacity</b>	77

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential, retail, Fulwood Barracks
<b>Current Allocations/Designations?</b>	AD1(a) Existing residential area, EN2 Green Infrastructure, EN10 Wildlife Corridor in the 2012 Local Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	0-5
<b>Existing Planning Permission?</b>	Yes, 06/2023/0531 RM 77 units

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle) and Metric 3: Access to proposed local transport schemes.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities.

United Utilities – pressurised water main and gravity sewer within boundary

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England - **Red** – Within Conservation Area and opposite Listed Building

## Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b. Site specific flood risk assessment was submitted as part of planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 1.88% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3, FZ2, FZ3, main river

### Flood Zone Coverage

Flood Zone 1 (Area %)	94.34
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	5.66

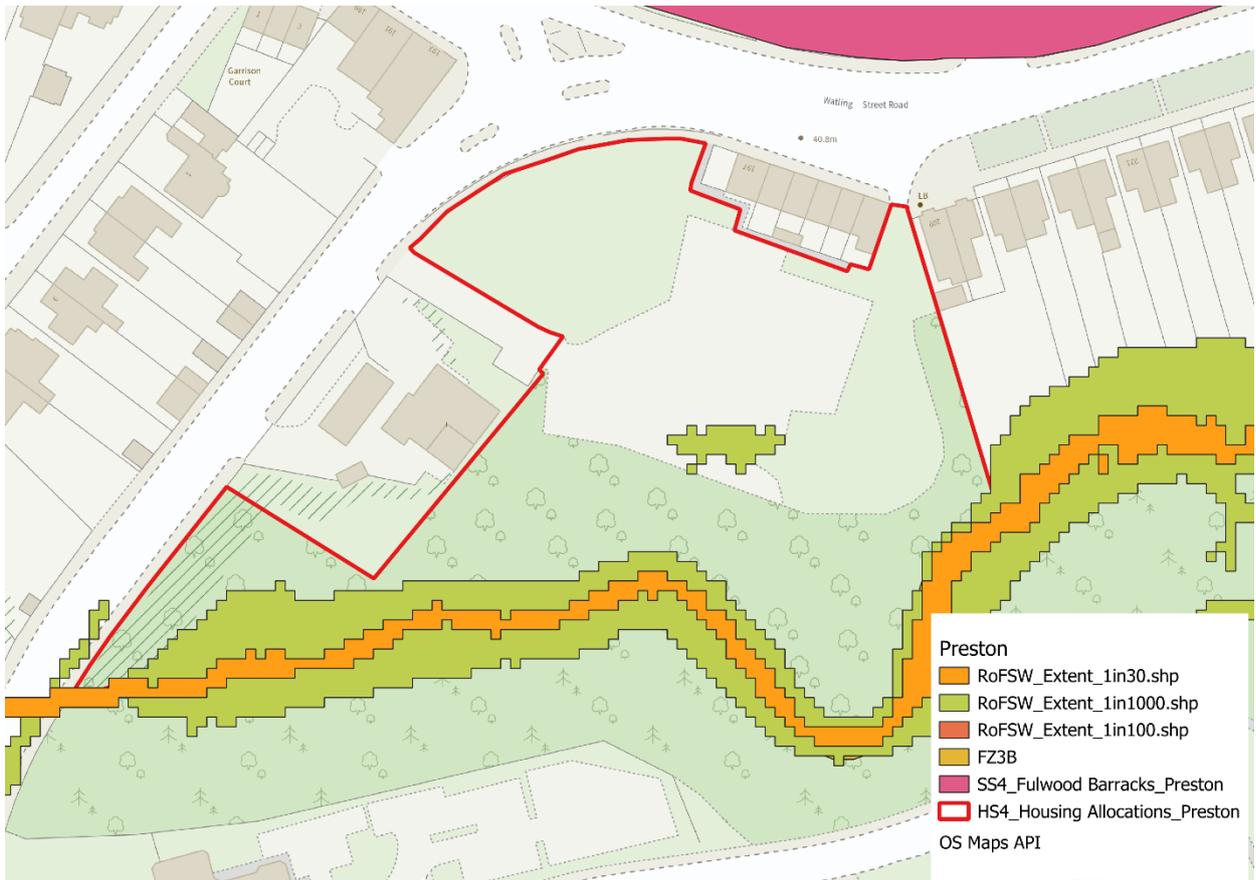
### Surface Water Flooding

1 in 30 year (Area %)	1.92
1 in 100 year (Area %)	3.26
1 in 1000 year (Area %)	14.01

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



### Landscape & Ecology

HRA – Negligible - Approximately 8.8km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 17.7km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. An area consisting of broadleaved woodland, grassland, tall vegetation, and hardstanding. Set within the urban area of Preston. The Eaves Brook runs directly to the south of the site and the site is bordered by Watling St Road to the north, Sir Tom Finney Way to the west, and residential houses and woodland to the east.

### Sustainability Appraisal Summary

Site has planning permission.

**Requirements (and Masterplan if applicable)**

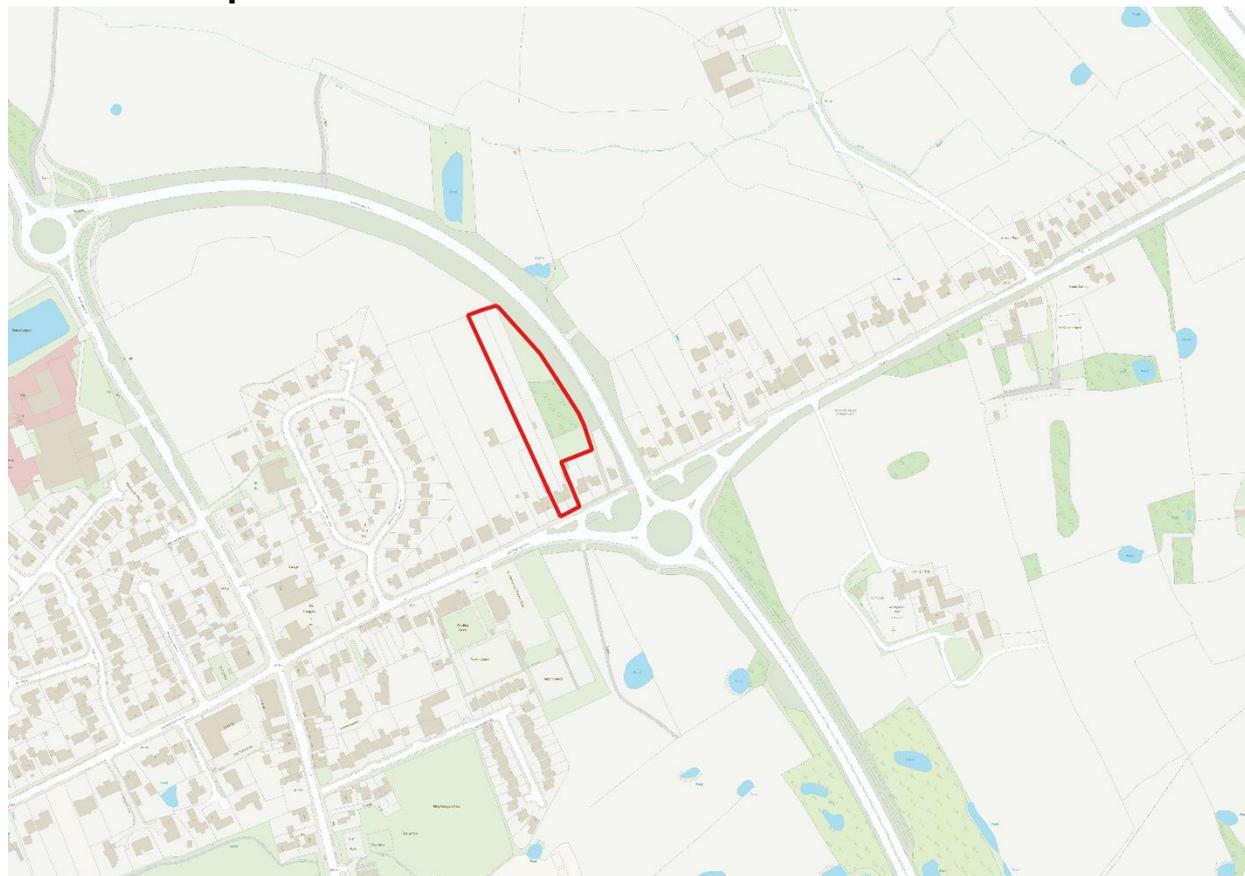
Issues identified will have been addressed as part of planning permission granted (06/2023/0531).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 35

<b>Allocation Reference</b>	HS4.25	<b>SHELAA Ref(s)</b>	19P279
<b>Site Address</b>	25 & 27 Whittingham Lane and land to rear of 25-31 Whittingham Lane, Broughton		
<b>Ward</b>	Preston Rural East	<b>Settlement</b>	Broughton
<b>Site Area (Ha)</b>	0.82	<b>Capacity</b>	8

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, Open Countryside
<b>Current Allocations/Designations?</b>	AD1(a) Existing residential area in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - access can be provided from existing highway but will require reconfiguring. Site could add to already present congestion at M6 junction, B5269, and A6. Public transport every 50-90 minutes and footway along Whittingham Lane of good standard but only present on one side of the carriageway.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 3: Access to proposed local transport

schemes and Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

It is assumed that the site has access to all utilities due to the proximity to existing dwellings and is within the settlement boundary.  
United Utilities – gravity sewer within boundary

### Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England - **Green** – No comments.

### Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water (see map below – very limited).  
Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.  
Environment Agency – Source Protection Zone 3

#### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

#### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site 

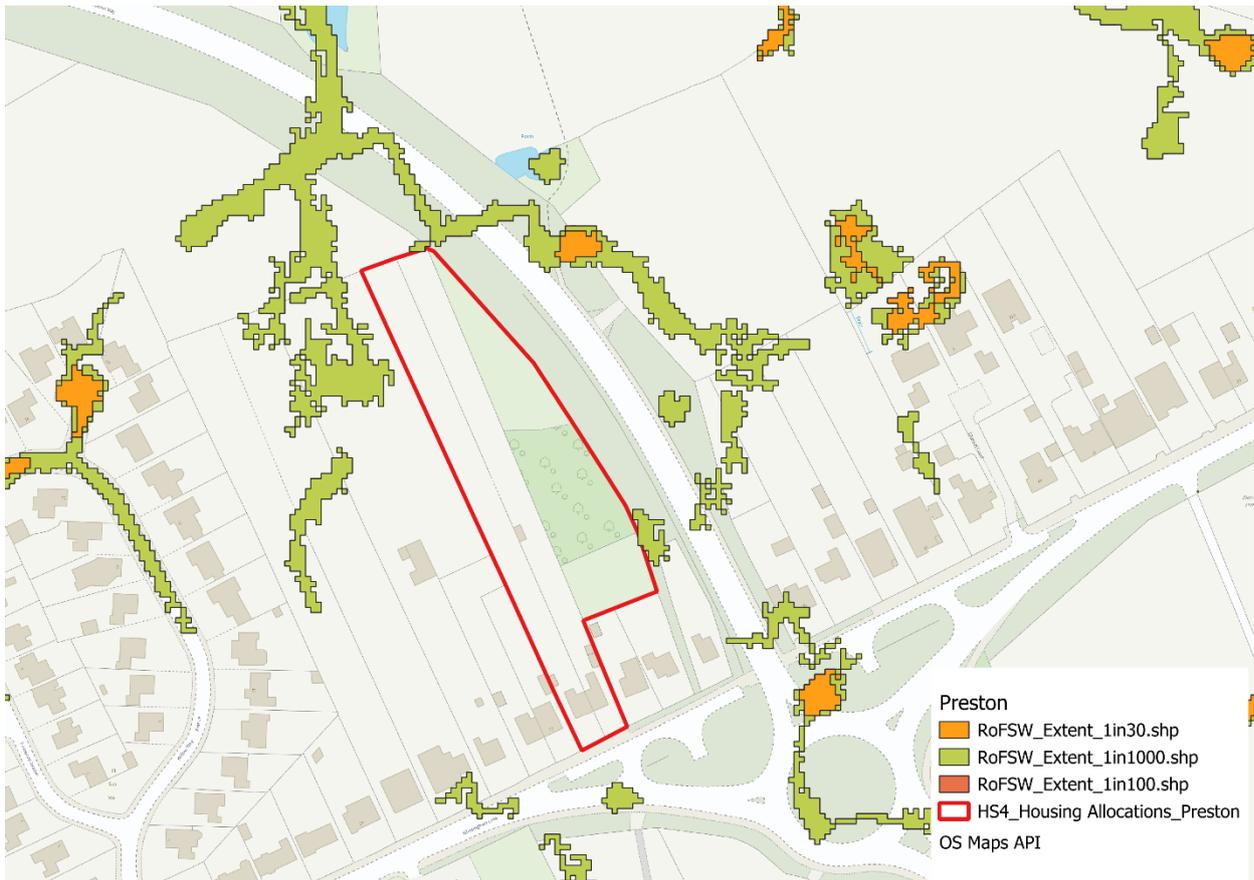
0
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No. of flooding reports within 50m 

1
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 No. of flooding reports within 100m 

2
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**Landscape & Ecology**

HRA – Low - Approximately 9.5km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 14.2km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. A small, thin area of grassland with broadleaved trees at the north, west, and south of the site. The south of the site extends into gardens and a residential house. The site is bordered by James Towers Way to the east, a field to the north, a small field bordered by tall broadleaved trees on all sides to the west, and residential houses and gardens to the south. Priority deciduous woodland is present on site.

**Sustainability Appraisal Summary**

The site has positive effects including health and wellbeing and sustainable transport. Negative effects include health wellbeing, air quality and flood risk, however it is considered any impact can be mitigated.

**Requirements (and Masterplan if applicable)**

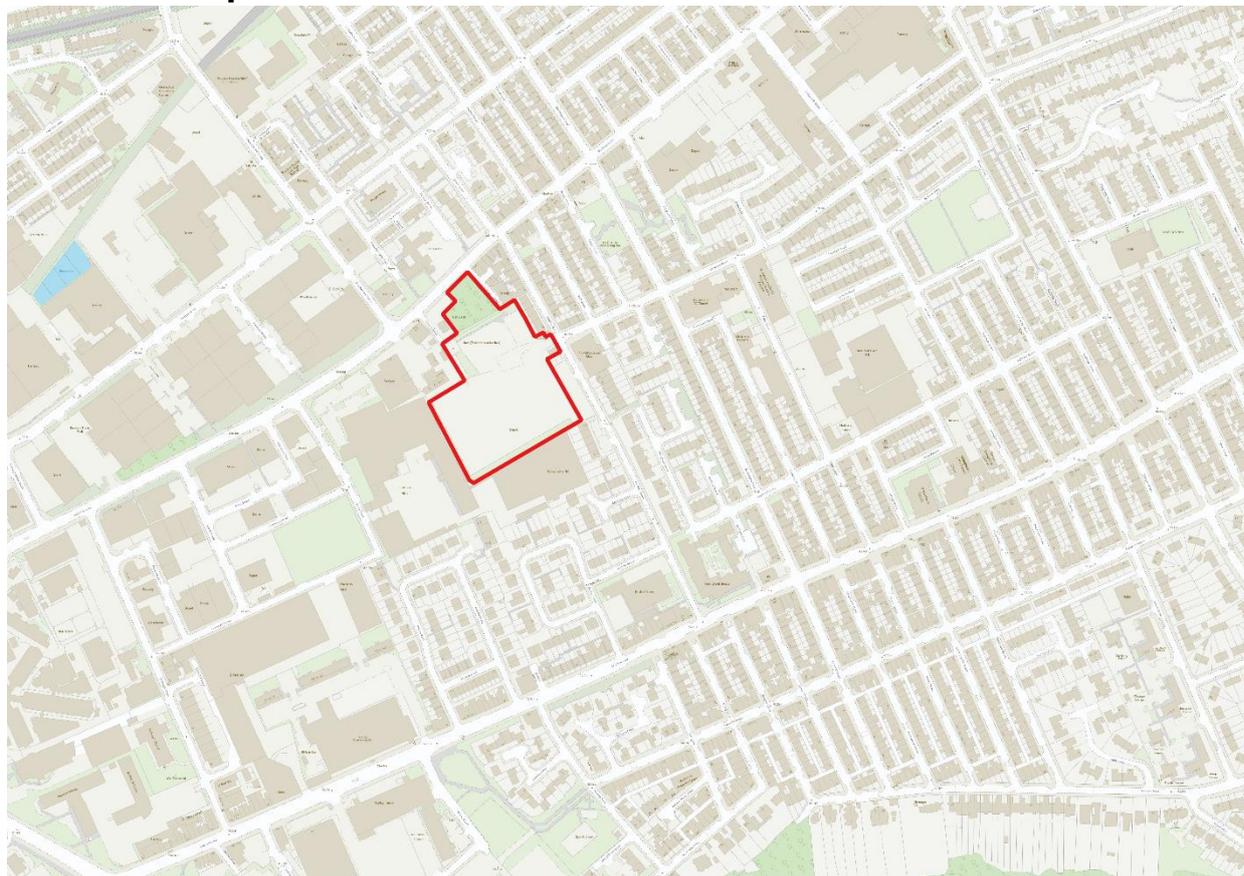
- Consultation with Environment Agency due to Source Protection Zone
- Consultation with United Utilities due to gravity sewer

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Broughton (Tier 4 of the settlement hierarchy) where there is a limited range of services and facilities. The development is small scale.</i>

# Site Profile 36

<b>Allocation Reference</b>	HS4.26	<b>SHELAA Ref(s)</b>	19P287
<b>Site Address</b>	Former Gasworks, Ribbleton Lane, Preston. PR1 5ST		
<b>Ward</b>	St Matthews	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	1.48	<b>Capacity</b>	59

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential, industrial units, local centre
<b>Current Allocations/Designations?</b>	EP2: Existing employment site in the 2012 Local Plan also within the Inner East Preston neighbourhood Plan area
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	Prior approval not required for demolition of gasholders (06/2018/1023).

## Infrastructure

### Highways/Transport

LCC Highways - No access issues - would ideally be off Geoffrey Street, but consideration could be given to Ribbleton Lane/ Terrace Street. Site could add to already present congestion on A59, Blackpool Road, A6063, and B6243. Frequent bus services (every 10-30 minutes) and footways of a good standard.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The

site was rated red for four of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle), Metric 4: Existing high-volume movement flows/capacity hotspot, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to all utilities.  
United Utilities – no comments.

## Heritage/Archaeology

LCC - **Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency - No comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0.41
1 in 1000 year (Area %)	3.45

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

Topographical Issues. Contaminated Land.

**HRA** – Negligible - Approximately 8.8km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.8km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 19.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. An urban area consisting of hardstanding, two man-made round areas of water, and a small pocket of woodland in the north of the site, surrounded by a line of trees. Surrounded by Ribbleton Lane to the north, and urban areas to the south, east, and west.

## Sustainability Appraisal Summary

The site mainly has positive effects. The negative effects identified are air quality, biodiversity and geodiversity, and water although uncertain and it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

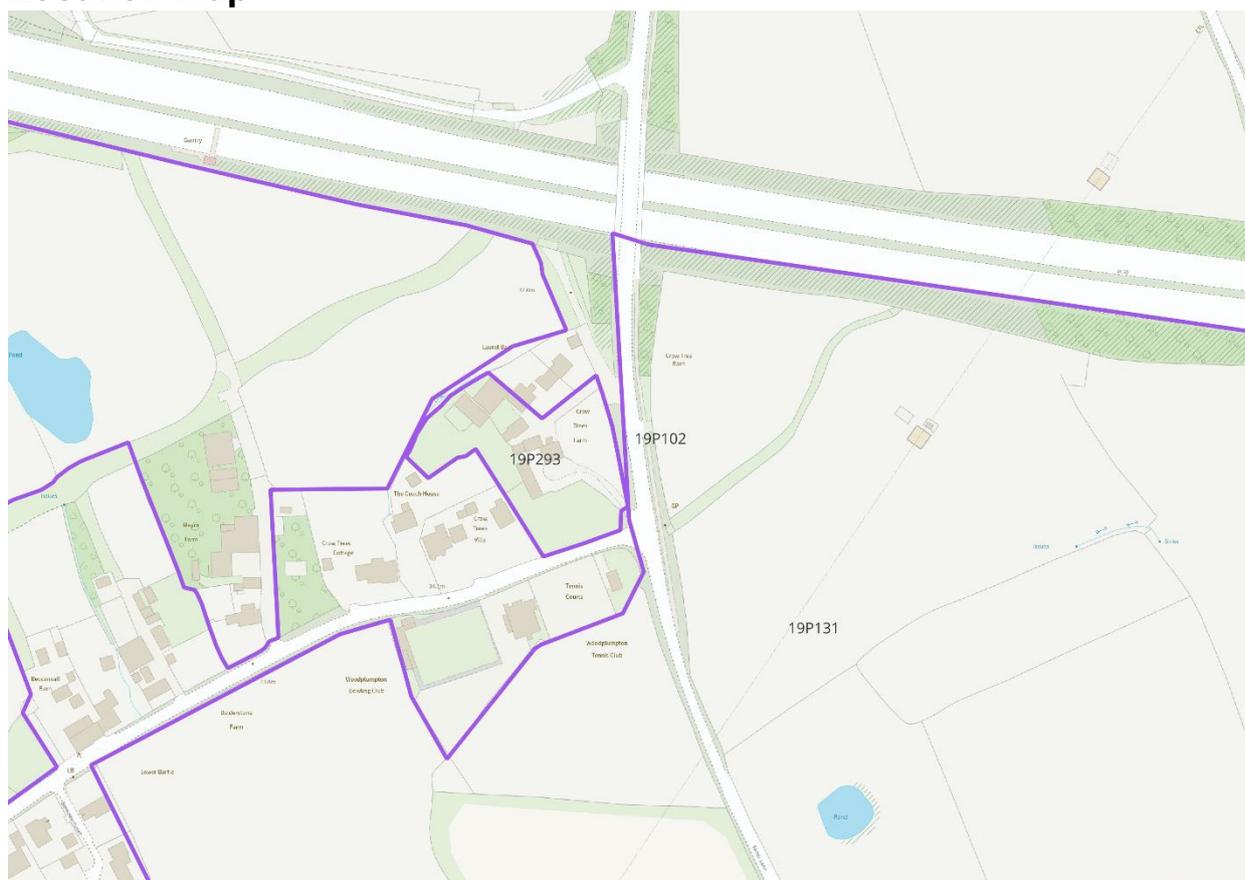
- See detailed Level 2 SFRA for issues that must be addressed

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 37

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	19P293
<b>Site Address</b>	PR4 0RX		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.54	<b>Capacity</b>	14

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Residential, sport club, agriculture/farming, M55
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - Access could be from Bartle Lane, however, currently no footways along Bartle Lane or on Sandy Lane. Sustainable connectivity is currently poor and would be car dependent. Impact on congestion points would be minimal.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for three of the metrics – Metric 3: Access to proposed local transport schemes, Metric 4: Existing high-volume movement flows/capacity hotspot and Metric 6:

Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site does not have access to gas.  
United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – no known ordinary watercourse onsite. 5.4% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	5.38
1 in 100 year (Area %)	15.17
1 in 1000 year (Area %)	29.93

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



## Landscape & Ecology

**HRA** – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

## Sustainability Appraisal Summary

The site has positive effects including health and wellbeing, social infrastructure and sustainable transport. Certain negative effects include air quality and flood risk; however, it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

- See requirements set out in Policy SS3

### Recommendation

*Allocate site for housing*

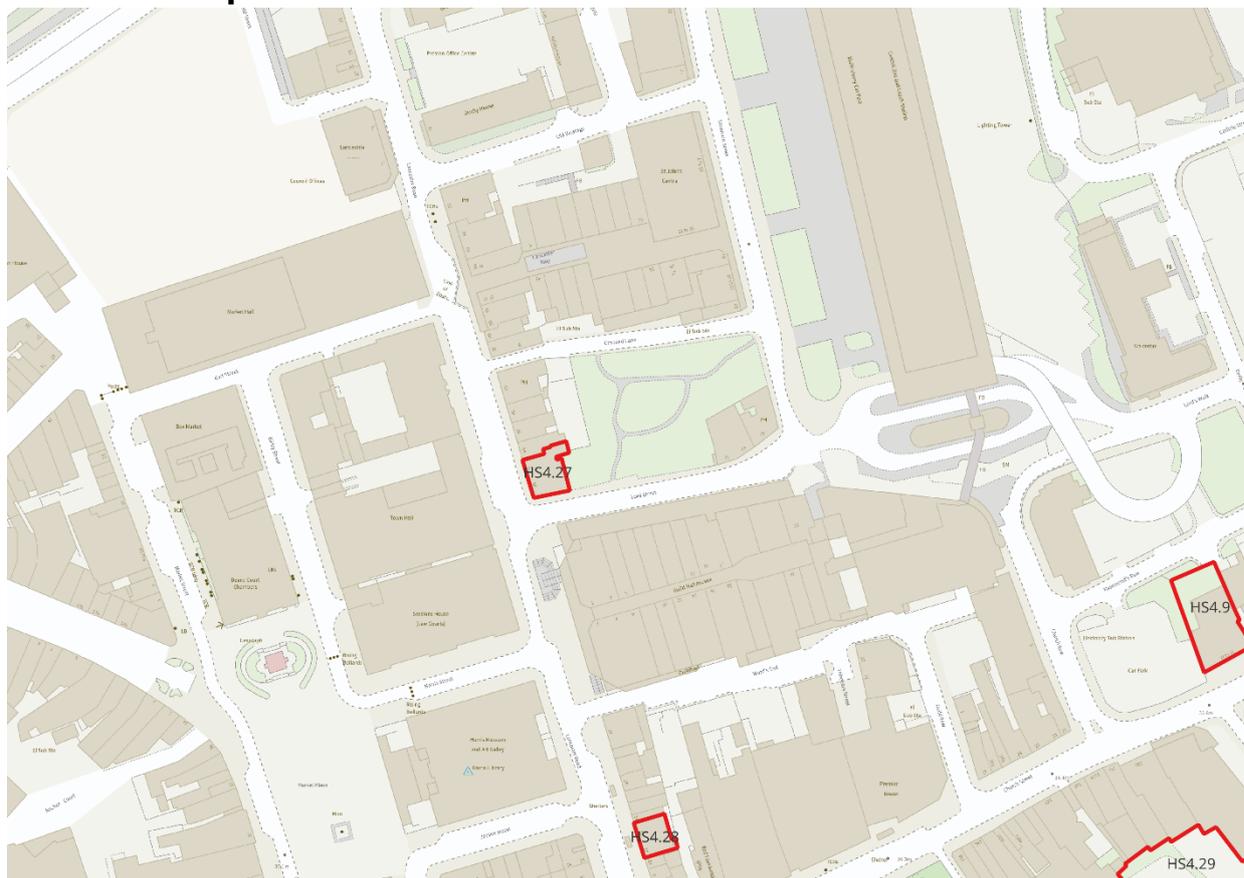
### Justification

*Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.*

# Site Profile 38

<b>Allocation Reference</b>	HS4.27	<b>SHELAA Ref(s)</b>	19P309
<b>Site Address</b>	50 Lancaster Road		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Total Site Area (Ha)</b>	0.02	<b>Dwelling Capacity</b>	5

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Bus station, Guild Hall, shops, Town Hall
<b>Current Allocations/Designations?</b>	OP3 City Centre North Opportunity area and EV1 Primary shopping area in the City Centre Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways – No access issues and good accessibility, development impact would be minimal. Footways of a good standard. Within 400m of bus stop/station (every 15-90 minutes).

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 3: Access to proposed local transport schemes. The overall Strategy highlights areas where further investment is needed and

presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to utilities.  
United Utilities – no comments

## Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Amber** - Within Conservation Area and Listed Building

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – no known ordinary watercourses onsite. 6.35% of the site is covered by high surface water risk.

Environment Agency – no constraints.

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	4.45
1 in 100 year (Area %)	4.55
1 in 1000 year (Area %)	4.55

No. of flooding reports on site

0
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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## Landscape & Ecology

**HRA** – Negligible - Approximately 7.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.2km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. The southern end of a building in the centre of Preston. Bordered by the northern end of the building to the north, Lancaster Road to the west, Lord Street to the south, and an urban area of grass and trees to the east.

## Sustainability Appraisal Summary

The site has positive effects including reducing levels of deprivation and crime, health and wellbeing, social infrastructure and sustainable transport. Negative effects include air quality, flood risk and land resources, however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

- See detailed Level 2 SFRA for issues that must be addressed
- Development should be sensitive to listed building and surrounding listed assets (conversion only)

### Recommendation

*Allocate for housing (or mixed use with office or retail use at ground level)*

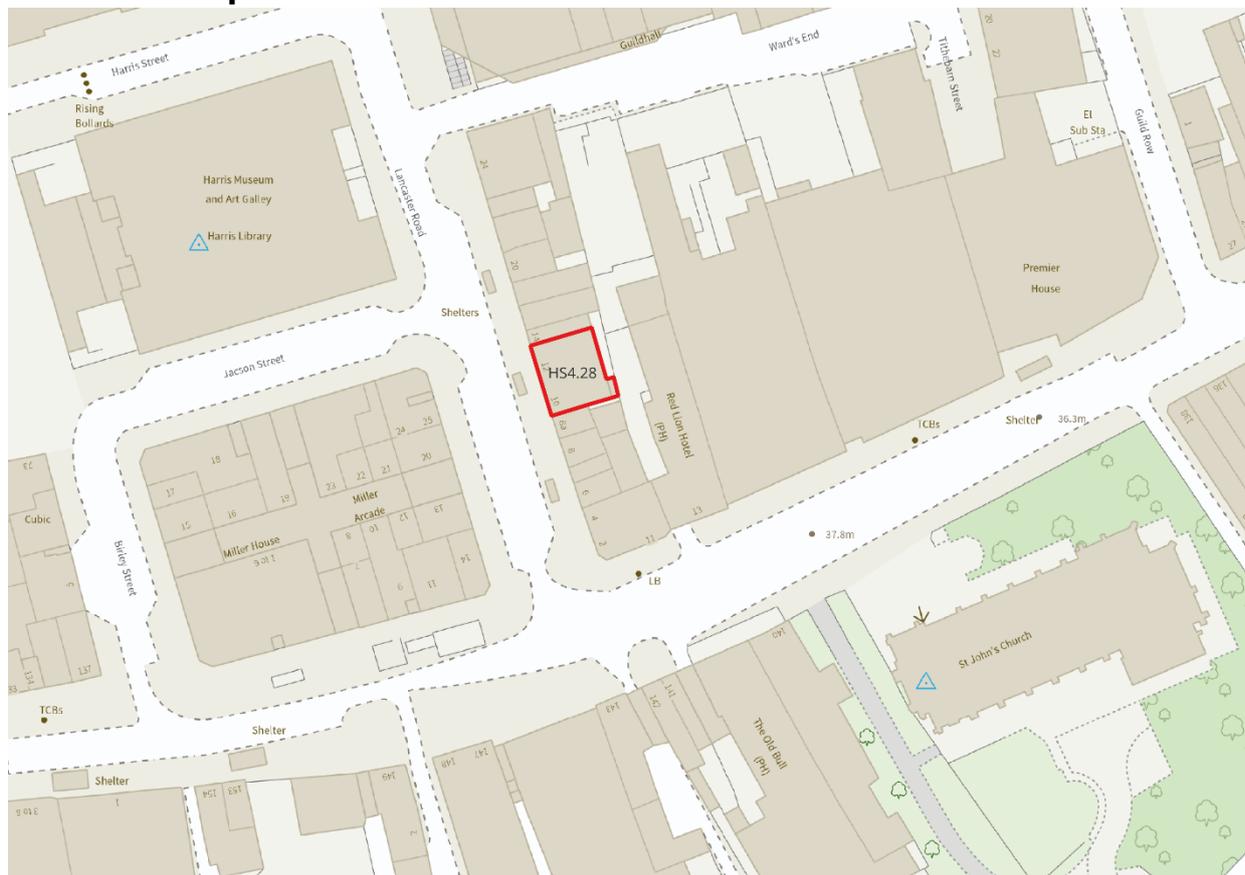
### Justification

*Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.*

# Site Profile 39

<b>Allocation Reference</b>	HS4.28	<b>SHELAA Ref(s)</b>	19P311
<b>Site Address</b>	10 to 12 Lancaster Road		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.01	<b>Capacity</b>	5

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Shops, restaurants, bars, takeaways
<b>Current Allocations/Designations?</b>	Market Place Conservation Area, EV1 Primary Shopping Area (City Centre Plan)
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - No access issues - as this proposal is only for 5 dwellings, impact is minimal. As this is city centre and sustainability is very good.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 3: Access to proposed local transport schemes.. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities.  
United Utilities – gravity sewer within the boundary.

## Heritage/Archaeology

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Red** – Within Conservation Area and Listed Building

## Flood Risk

Level 1 SFRA Strategic Recommendation D - Development could be allocated on flood risk grounds based on the evidence of the Level 1 SFRA.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site

0
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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## Landscape & Ecology

**HRA** – Negligible - Approximately 7.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.2km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.3km northeast of Martin Mere SPA and Ramsar site, at the closest point. The central section of a building in the centre of Preston. Bordered by Lancaster Road to the west, the rest of the building to the north and south, and an area of hardstanding to the east.

## Sustainability Appraisal Summary

The site has positive effects including reducing levels of deprivation and crime, health and wellbeing, social infrastructure and sustainable transport. Negative effects include air quality and land resources however it is considered any impact can be mitigated.

### Requirements (and Masterplan if applicable)

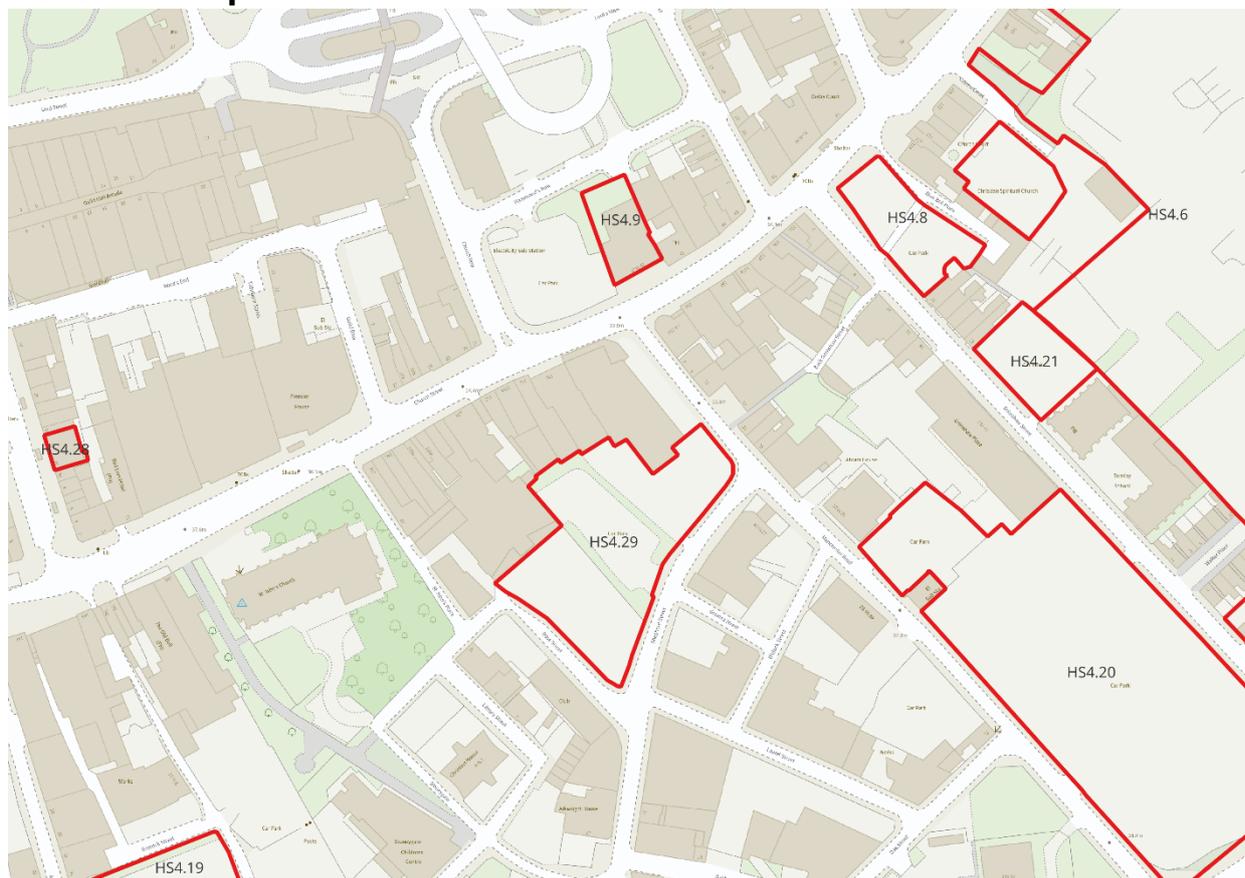
- Development must be sensitive to listed building and surrounding listed assets (conversion only)

<b>Recommendation</b>	<i>Allocate for housing (or mixed use with office or retail use at ground level)</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 40

<b>Allocation Reference</b>	HS4.29	<b>SHELAA Ref(s)</b>	19P312
<b>Site Address</b>	Corner of Manchester Road and Church Street, Preston, PR1 3BT		
<b>Ward</b>	City Centre	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.35	<b>Capacity</b>	167

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Range of city centre and employment uses
<b>Current Allocations/Designations?</b>	OP4 Stoneygate Opportunity area and SP4.4 Housing allocation in the City Centre Plan
<b>Known Developer Interest?</b>	Yes
<b>Timescale</b>	6+
<b>Existing Planning Permission?</b>	No, but part of the site has a pending application 06/2023/1316

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 3: Access to proposed local transport scheme and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas

where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

Site has access to all utilities.

United Utilities – This site has large gravity sewers that pass through the site which may make development difficult as they would represent a significant on-site constraint.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - Red – 2 Grade II assets on site, adjacent Grade II Church of St John. Opposite and close proximity to various assets.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – no known ordinary watercourse onsite. 35.98% of the site is covered by high surface water risk.

Environment Agency – no constraints

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	35.98
1 in 100 year (Area %)	58.64
1 in 1000 year (Area %)	83.57

No. of flooding reports on site

0
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No. of flooding reports within 50m

0
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No. of flooding reports within 100m

0
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### Landscape & Ecology

**HRA** – Negligible - Approximately 7.8km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 18.5km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 18.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. An area of hardstanding comprising a carpark in the centre of Preston. Small areas of mown grass are present on site. Bordered by roads to the southeast, west and east, and buildings to the north.

### Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

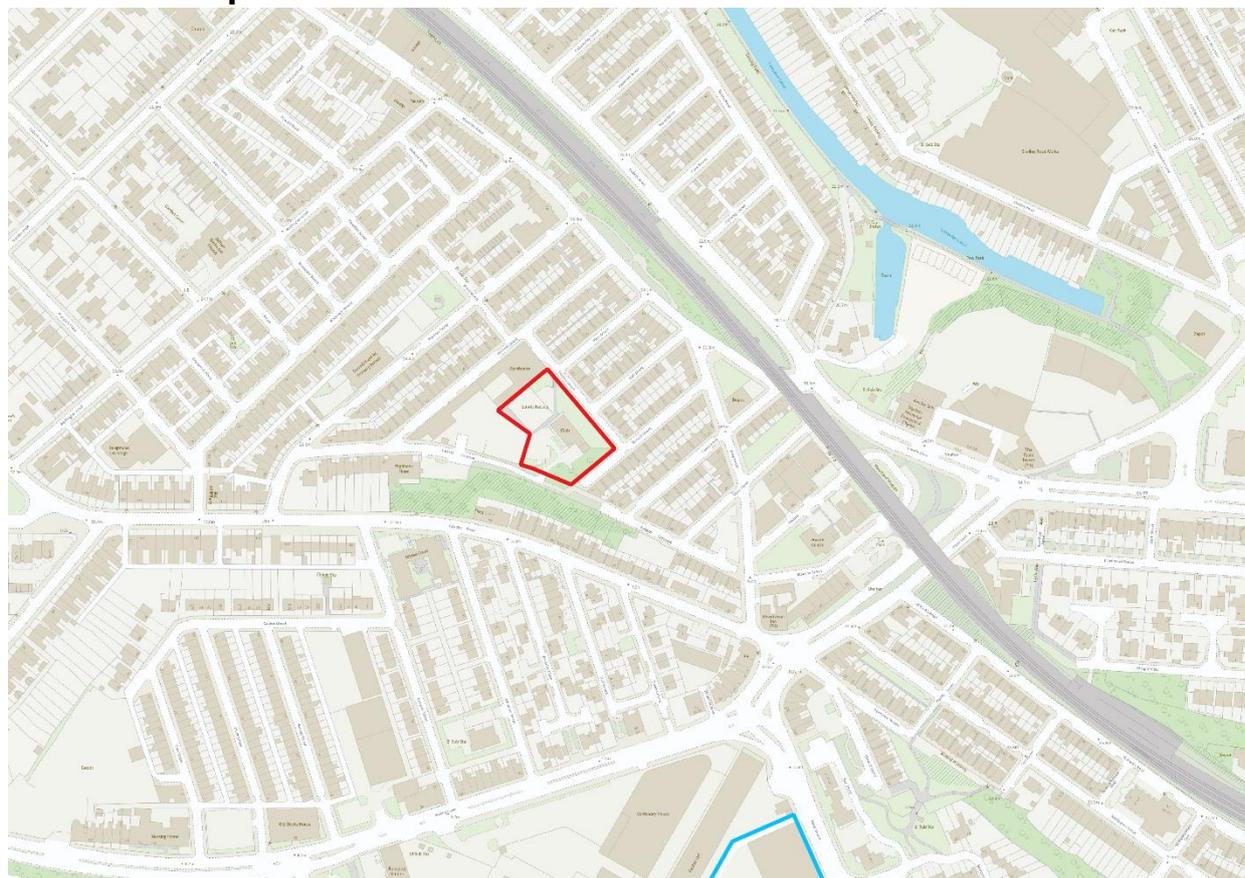
Issues identified will have been addressed as part of planning permission granted (06/2023/1316).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>The majority of the site has planning permission. Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

# Site Profile 41

<b>Allocation Reference</b>	HS4.30	<b>SHELAA Ref(s)</b>	19P318
<b>Site Address</b>	Tulketh Crescent, Preston, PR2 2RJ		
<b>Ward</b>	Ashton	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	0.32	<b>Capacity</b>	24

## Location Map



## Site Details

<b>Current Use</b>	Brownfield
<b>Adjoining/Surrounding Uses</b>	Residential
<b>Current Allocations/Designations?</b>	AD1(a) Existing residential area in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	0-5
<b>Existing Planning Permission?</b>	Yes, 06/2023/0191

## Infrastructure

### Highways/Transport

LCC Highways – site has extant permission.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for one of the metrics – Metric 2: Proximity to current sustainable transport services (bicycle). The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site has access to Gas and broadband Unknown if site has access to mains water, electricity, or foul sewage. Site located within the main urban area, presumed connectivity to these utility services.  
United Utilities – no comments

## Heritage/Archaeology

A Heritage Impact Assessment has been completed on this site.  
LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.  
Historic England - Green – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation D - Development could be allocated on flood risk grounds based on the evidence of this Level 1 SFRA.

Lead Local Flood Authority – no known ordinary watercourse onsite. 0% of the site is covered by high surface water risk.

Environment Agency – no comments

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

### Surface Water Flooding

1 in 30 year (Area %)	0
1 in 100 year (Area %)	0
1 in 1000 year (Area %)	0

No. of flooding reports on site

No. of flooding reports within 50m   
No. of flooding reports within 100m



## Landscape & Ecology

HRA – Negligible - Approximately 6.1km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 16.5km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 17.7km northeast of Martin Mere SPA and Ramsar site, at the closest point. An urban area of grass, a building, a small area hardstanding, and a line of broadleaved trees. The site is bordered by roads to the east, south and southwest, and by areas of hardstanding to the north and northwest. Set in the urban area of Preston.

## Sustainability Appraisal Summary

Site has planning permission.

### Requirements (and Masterplan if applicable)

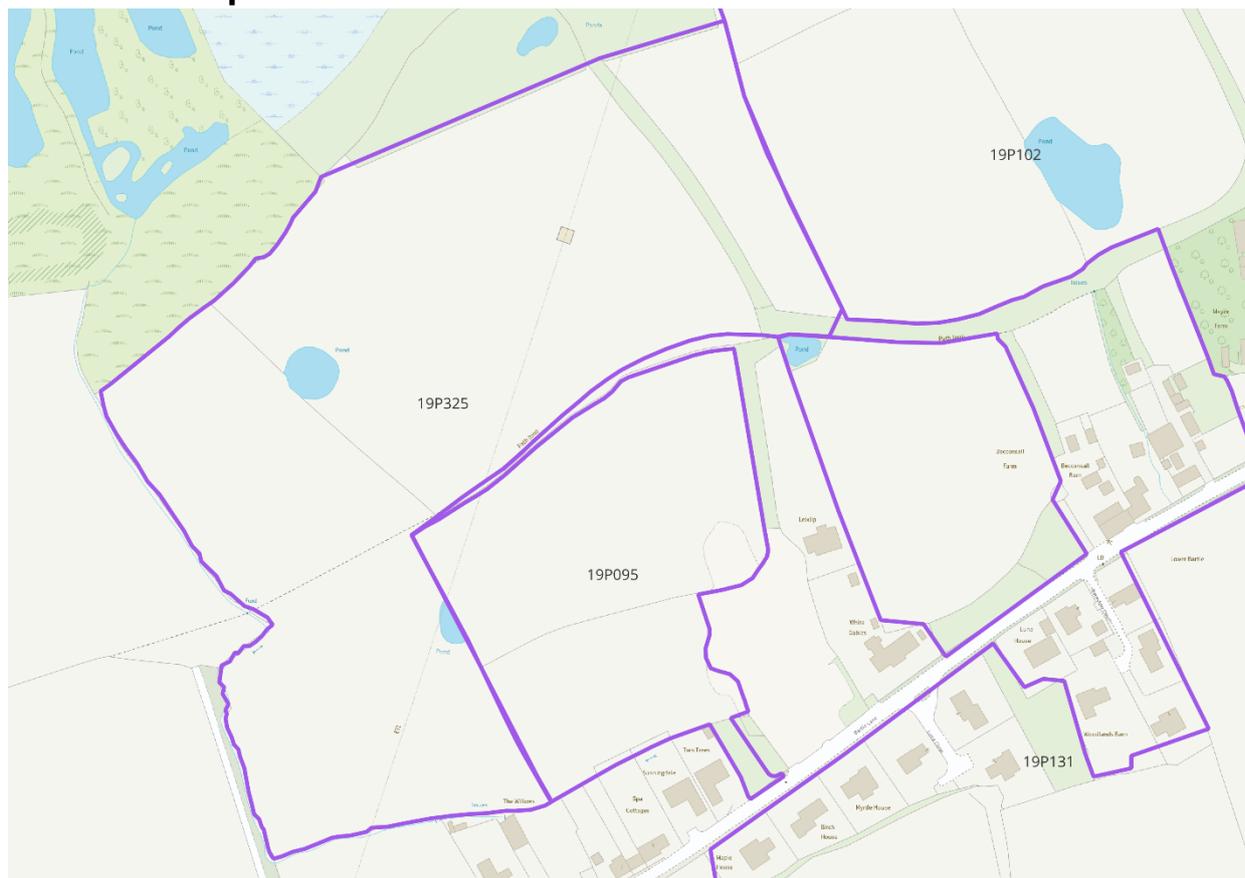
Issues identified will have been addressed as part of planning permission granted (06/2023/0191).

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Site has planning permission</i>

# Site Profile 42

<b>Allocation Reference</b>	SS3	<b>SHELAA Ref(s)</b>	19P325
<b>Site Address</b>	Balderstone Farm, Bartle Lane, Lower Bartle, Preston, PR4 0RU (Parcel 1)		
<b>Ward</b>	Preston Rural North	<b>Settlement</b>	Preston Main Urban Area
<b>Site Area (Ha)</b>	6.75	<b>Capacity</b>	141

## Location Map



## Site Details

<b>Current Use</b>	Greenfield
<b>Adjoining/Surrounding Uses</b>	Agricultural/farming, M55, residential
<b>Current Allocations/Designations?</b>	EN1 Open Countryside in the 2012 Local Plan
<b>Known Developer Interest?</b>	No
<b>Timescale</b>	10+
<b>Existing Planning Permission?</b>	No

## Infrastructure

### Highways/Transport

LCC Highways - No highway frontage, would need to form part of a comprehensive masterplan. There are pedestrian connectivity issues and a lack of public transport.

Central Lancashire Highways and Transport Strategy - The Stage 0 Transport Assessment undertook a high level RAG assessment of each site against 7 metrics. The site was rated red for two of the metrics – Metric 2: Proximity to current sustainable transport services (public transport) and Metric 6: Proximity to key attractors. The overall

Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

The site does not have access to gas, foul sewer or broadband. Access to other utilities is not known.

United Utilities – no comments.

## Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - **Amber** - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.10ha.). The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely require a level of archaeological mitigation.

Historic England - **Green** – No comments.

## Flood Risk

Level 1 SFRA Strategic Recommendation B - Level 2 SFRA required due to surface water.

Level 2 SFRA – See detailed flood risk assessment for issues that must be addressed as part of a detailed planning application.

Lead Local Flood Authority – one known ordinary watercourse onsite (50.29m). 1.6% of the site is covered by high surface water risk.

Environment Agency – Source Protection Zone 3, Adjacent to / on ordinary watercourse / pond (aquatic net gain opportunity)

### Flood Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	0

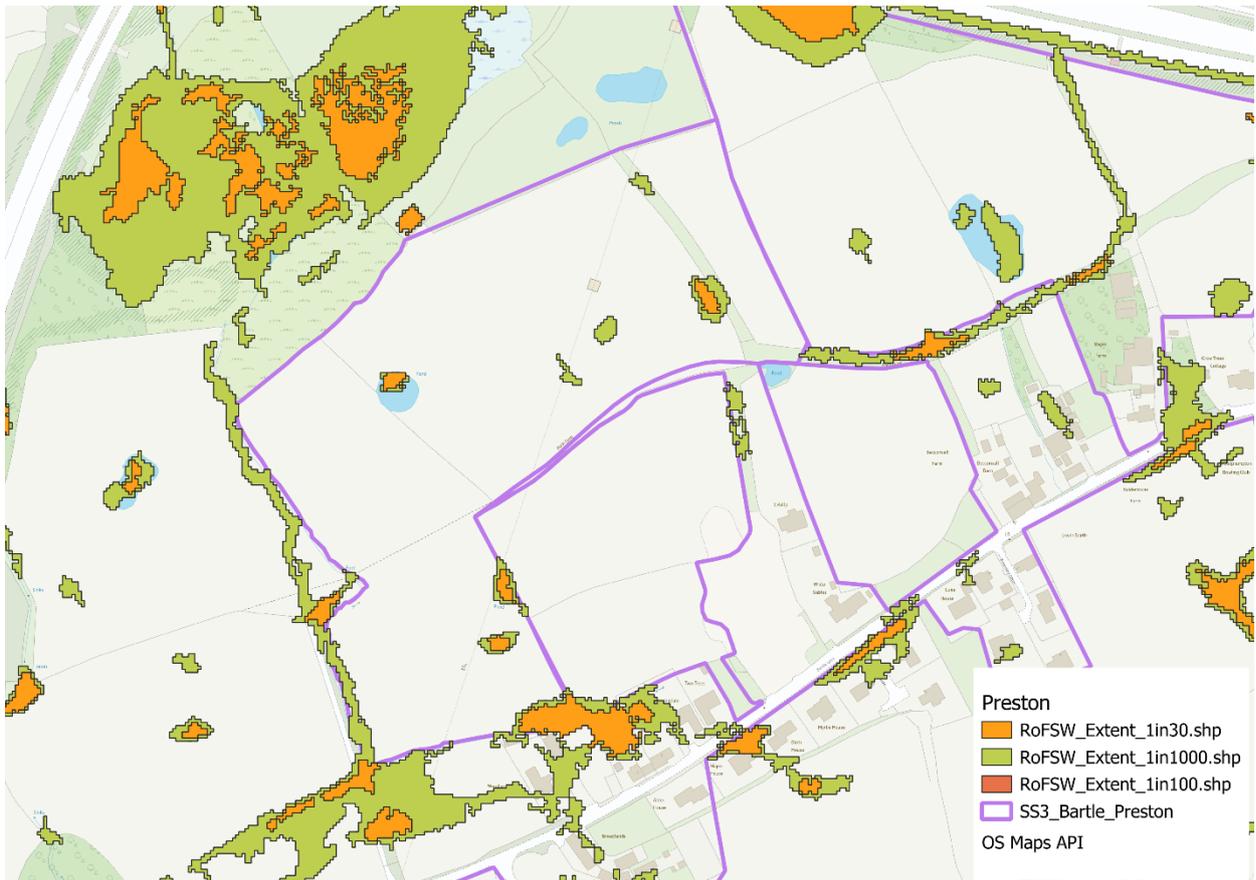
### Surface Water Flooding

1 in 30 year (Area %)	1.6
1 in 100 year (Area %)	2.01
1 in 1000 year (Area %)	4.17

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



**Landscape & Ecology**

HRA – Moderate - Approximately 18.8km northeast of Martin Mere SPA and Ramsar site, at the closest point. Approximately 4.7km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 11.6km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Mostly arable fields and pasture for grazing animals. Residential areas of houses, gardens, and commercial shops are more prominent in the south. Potential disturbance from roads passing through the site is likely, however some areas of grassland are relatively uninterrupted.

**Sustainability Appraisal Summary**

The site has positive effects including social infrastructure, health and sustainable transport. Negative effects include sustainable transport and flood risk, whilst others are uncertain, however it is considered any impact can be mitigated.

<b>Requirements (and Masterplan if applicable)</b>
<ul style="list-style-type: none"> <li>• See requirements set out in Policy SS3</li> </ul>

<b>Recommendation</b>	<i>Allocate site for housing</i>
<b>Justification</b>	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>