



**Wyre Council**

**Wyre Local Plan  
(2011- 2031)**

**February 2019**

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## Foreword

Wyre is a beautiful district with distinct and diverse character and heritage extending from the Fylde Coast to the Forest of Bowland. It includes a number of vibrant towns and villages but most of the land comprises tranquil yet productive countryside with numerous dispersed communities. Wyre's coast extends along the Fylde coast and into Morecambe Bay.

It is important that we ensure the economic and social sustainability of our communities whilst protecting our valued environment. We need to manage, guide and facilitate quality development to meet the economic and social needs of all our communities up to 2031 in a manner that protects the environment that defines Wyre Borough.

The preparation of the Local Plan has been a challenging exercise, addressing constraints and balancing the need to meet our economic and social needs whilst protecting our natural and built environment, much of which is highly valued by residents and visitors.

We know that local people feel very strongly about the future of the borough. In June 2015 we consulted on an Issues and Options paper which was the first stage in developing the new Local Plan. There was a good response to the consultation with over 750 representations made. The early consultation gave the community and stakeholders the chance to influence the Local Plan.

The Wyre Local Plan 2011-2031 has been prepared by considering the responses to consultation, the information from the extensive evidence base and the latest Government policies and guidance. It is an important document for the future of the Borough. Its preparation has been a challenging task but I am confident that it will ensure sustainable development and investment for the benefit of our communities.

The Wyre Local Plan sets out the strategic framework for development in the Borough, the policies which will form the basis for determining planning applications and sets out how we will meet our future housing and employment needs to 2031. Sites have been identified through a thorough and rigorous process, taking account of the constraints that affect where development can take place.

Some of the decisions the Council had to make have not been easy and getting to this stage has been a long and sometimes contentious process. However, the Council is confident that we have prepared a 'sound' plan which provides a framework for the Borough to grow in a sustainable way.

I would like to thank the many residents, community groups and organisations who have taken time to make comments during the Plan preparation process. I also thank the Parish and Town Councils for their involvement in helping us to prepare the Local Plan.



**Cllr Michael Vincent**  
**Planning and Economic Portfolio Holder**  
**February 2019**

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**[Introduction]**



## 1 Introduction

### 1.1 Introduction

1.1.1 The Wyre Local Plan (2011 – 2031) is the key planning policy document which will shape Wyre for the period up to 2031. It provides a positive approach to planning in Wyre which makes provision towards meeting employment and housing needs within challenging environmental and infrastructure constraints.

1.1.2 The Local Plan sets out the strategic framework to guide growth, detailed policies to manage development, and land allocations for housing and employment developments. This Local Plan replaces both the saved Wyre Local Plan (1999) and the 2009 Fleetwood-Thornton Area Action Plan and all their policies. The Council will prepare supplementary planning documents where needed in order to provide supplementary guidance on the application of the policies in the Wyre Local Plan.

1.1.3 The Wyre Local Plan (2011 – 2031) forms part of the Development Plan for Wyre together with the Joint Lancashire Minerals and Waste Local Plan<sup>1</sup>. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions made by local planning authorities on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise. In Wyre, Wyre Borough Council is the local planning authority except for matters relating to minerals and waste which are the responsibility of Lancashire County Council.

1.1.4 Neighbourhood Plans also form part of the Development Plan once adopted. At present there are no neighbourhood plans covering any part of Wyre. Three neighbourhood plan areas have been designated relating to the settlements of Barton, Dolphinholme and Garstang. It is the intention of the relevant Parish/Town Council's to prepare neighbourhood plans.

1.1.5 The Local Plan has a start date of 2011 as this was the base date for the evidence base underpinning the preparation of the Plan.

### 1.2 Preparation of the Plan

1.2.1 The Local Plan has been formulated by the Council over a number of years. The key matters that have influenced the Local Plan are:

- 1) Legal Requirements – The Local Plan must be legally compliant. The local plan process is set out in regulations. In exercising their plan making function, the Council must do so with the objective of contributing to the achievement of sustainable development. The Council also has a legal duty to engage constructively, actively and on an ongoing basis on strategic cross boundary issues during the preparation of the Local Plan.
- 2) Public consultation – A public consultation was carried out in June 2015 on an Issues and Options paper which presented key issues and alternative spatial options and also alternative development sites across the Borough to be considered. The Council received over 750 representations and although there was not a consensus of how the Local Plan should respond to development needs, the response gave valuable information on people's concerns.

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<sup>1</sup> The Joint Lancashire Mineral and Waste Local Plan was prepared jointly by Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council. It comprises the Joint Lancashire Minerals and Waste Core Strategy Parts I and II and the Joint Lancashire Minerals and Waste Site Allocations and Development Control Policies Parts I and II.

Public consultation on the ‘Publication’<sup>2</sup> draft Wyre Local Plan took place over a six week period from the 22 September 2017 to 3 November 2017.

- 3) Stakeholder Engagement – This involved working with various organisations including Highways England, Lancashire County Council (in particular as Highways Authority and Education Authority), Natural England, Environment Agency and United Utilities. These and other organisations have been involved in preparing evidence to inform the draft Local Plan and Infrastructure Delivery Plan, (IDP). The Council has also held meetings with representatives of Parish and Town Councils on a ‘confidential’ and ‘without prejudice’ basis. It was important to keep Parish and Town Councils informed of the ‘direction of travel’ and seek their views where possible.
- 4) Evidence Base – A number of studies have informed the preparation of the Local Plan. The Local Plan was further informed and is supported by a number of appraisals such as a Sustainability Appraisal (incorporating a Strategic Environmental Assessment), a Habitat Regulations Assessment, a Viability Assessment and Equality Impact Assessment. The Sustainability Appraisal has assessed the Local Plan Strategy against reasonable alternatives in terms of their contribution to achieving relevant environmental, economic and social objectives. The evidence base including the various assessments can be viewed on the Council’s website at <http://www.wyre.gov.uk/evidencebase>.
- 5) The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) – Government policy places an emphasis on the need to boost significantly the supply of housing. This is reflected in the NPPF which stipulates that Local Plans should meet in full their objectively assessed needs. The NPPF however also places emphasis on ‘sustainable development “which should be seen as a golden thread running through both plan-making and decision-taking” (paragraph 14).
- 6) Infrastructure Planning – In parallel with the preparation of the Local Plan, the Council has produced an Infrastructure Delivery Plan (IDP) which assesses the impact of proposed development on infrastructure, and set out necessary infrastructure required to support proposed development. Infrastructure planning is an on-going process which enables infrastructure providers to align their funding programmes accordingly with the development strategy and its implementation and as far as possible ensure that essential infrastructure associated with new development is brought forward at the right time.
- 7) Examination – The Local Plan with a schedule of minor modifications was submitted to the planning Inspectorate on the 23 of January 2018. Planning Inspector Mark Daykene conducted an examination into the soundness of the Local Plan, holding hearing sessions on a number of issues in May and June 2018. During the examination the Council put forward a number of main modifications to the Local Plan to address soundness issues. The Council has also prepared modifications to the Local Plan in response to the Inspector’s Post Hearing Advice. A six week public consultation on main modifications was held September to October 2018.

1.2.2 The Local Plan comprises both a written document (the ‘Written Statement’) and a Policy Map (the adopted Policies Map).

1.2.3 The Written Statement includes:

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<sup>2</sup> The preparation of the Local Plan is governed by the Town and Country Planning (Local Planning) (England) Regulation 2012 (The Regulations). The Draft Local Plan document is referred to as the ‘Publication’ draft with reference to the ‘Publication’ stage in the Regulations.

- 1) A spatial portrait and Key Issues - a short description of what kind of place Wyre is and the key issues and challenges facing the Borough;
- 2) Vision and objectives – a description of the kind of Borough Wyre aspires to be by 2031 and the objectives that have shaped the policies and proposals in the Local Plan towards the Vision;
- 3) Local Plan Strategy – a description of the Local Plan Strategy, the key elements and how it was developed;
- 4) Strategic Policies – they set the strategic framework for meeting development needs;
- 5) Detailed policies – these include detailed Core Development Management Policies and thematic ‘Housing’ and ‘Economy’ policies for the management of development;
- 6) Allocation Policies – setting out policies for specific sites shown on the adopted Policies Map;
- 7) Glossary – this explains technical terms that are used a number of times in the Local Plan; and
- 8) Appendices.

### **1.3 How the Local Plan Should be Used**

**1.3.1** The Local Plan should be read as a whole. Policies, therefore, should not be read in isolation, but in the context of the Plan as a whole. Different policies in the Plan are inter-related and decisions about a particular development will require consideration of a number of policies. Some policies include cross references of other policies. This is to emphasise their particular relevance and should not be read to mean that other policies not cross-referred to are not relevant.

**1.3.2** Allocation Policies include key considerations that will apply for the development of a specific site. This is to assist applicants how a site should come forward and what are the key considerations/requirements. Allocation policies do not interpret all other policies in the Local Plan for the particular site or replicate all policy requirements. For example, allocation policies do not specifically refer to the provision of affordable housing, but this should not be read to mean that affordable housing should not be provided on allocated sites.

**1.3.3** The Local Plan is supported by the Strategic Flood Risk Assessment Level 2 which includes the Sequential Test Paper for proposed allocations, Habitat Regulations Assessment and the Viability Assessment. These assessments should be the basis for more detailed assessment required at planning application stage. The Infrastructure Delivery Plan must also be read alongside the Local Plan.

**1.3.4** Policies in the Local Plan, where appropriate, are not written in a prescriptive manner to allow for flexibility in the Local Plan and to ensure the Local Plan remains relevant throughout the local plan period as far as possible in light of any changes in the detail of Government policy and future unforeseen circumstances. Once the Local Plan is adopted supplementary planning guidance in the form of a ‘Supplementary Planning Document – SPD’ will be prepared in relation to local plan policies to provide further guidance on the application of a particular policy. It is expected that an SPD will be prepared in relation to affordable housing and mix of housing, green infrastructure and developer contributions.

**1.3.5** The Wyre Local Plan and housing trajectory uses housing and employment figures as at 31 March 2018 monitoring date.

## 1.4 The ‘Duty to Co-operate’

1.4.1 The duty to cooperate was introduced in the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively and actively, and to address strategic cross-boundary matters in preparing Local Plans. The duty to co-operate is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross border issues.

1.4.2 Wyre has actively and constructively engaged with all adjoining districts and other organisations and partners such as the Clinical Commissioning Groups (CCGs), Lancashire County Council, Highways England and the Environment Agency, throughout the preparation of the Local Plan. This has included co-operation on key strategic and cross boundary matters, the preparation of joint evidence and studies where appropriate.

1.4.3 On the Fylde Coast, Blackpool Council, Lancashire County Council, Fylde Council and Wyre Council have signed a Memorandum of Understanding governing co-operation on strategic matters. Meetings are held at officer and Member level to discuss strategic matters. A number of joint studies have been commissioned to inform the respective Local Plans of the three district councils. The co-operation between the four authorities is long standing and ongoing. The Council has also engaged with the other three adjoining local authorities – Lancaster City Council, Preston City Council and Ribble Valley Borough Council.

1.4.4 Wyre has requested assistance from all adjoining authorities in meeting housing need arising in Wyre. No local authority has offered any assistance at present in accommodating the unmet housing need or any part of it. Fylde Borough Council has indicated that it will consider the matter when it reviews the adopted Fylde Local Plan. Lancaster City Council has asked Wyre for assistance in meeting Lancaster’s housing needs but in view of Wyre’s inability to meet its own housing needs has not offered any assistance to Lancaster.

1.4.5 The Duty to Cooperate Statement sets out Wyre’s co-operation with various organisations in preparing the Local Plan. The Statement shows that Wyre has complied with the duty to cooperate. Wyre is committed to cooperating with adjoining local authorities and other organisations in resolving issues and delivering the Local Plan.

1.4.6 Following the hearing sessions in May and June 2018, the Council proposed modifications to the Local Plan which brought the Local Plan housing land supply closer to the identified housing OAN. However due to the outstanding shortfall and the existing position that no adjoining authority is able to assist Wyre in meeting unmet needs, the Local Plan includes a review mechanism in Policy LPR1 which commits the Council to an early partial review commencing in 2019 with submission of the review for examination by early 2022.

## 1.5 Further information

1.5.1 For further information on the Local Plan or any other planning policy enquiries, please contact the Wyre Borough Council Planning Policy team using the details below:

- Wyre Borough Council  
Civic Centre  
Breck Road  
Poulton-le-Fylde  
Lancashire  
FY6 7PU
- Telephone: 01253 891000
- E-mail: [planning.policy@wyre.gov.uk](mailto:planning.policy@wyre.gov.uk)

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**[Spatial Portrait and Key Issues]**

## 2 Spatial Portrait and Key Issues

### 2.1 Introduction

2.1.1 The spatial portrait sets the context for the Local Plan by illustrating the key characteristics and features of the Borough. The purpose of the Spatial Portrait is to set in summary the present position and identify key issues which the Local Plan must consider.

### 2.2 Spatial Characteristics

2.2.1 Wyre is a Lancashire coastal district bounded by the sea along parts of its western and northern boundaries. It shares a common land boundary with the City of Lancaster to the north, with the Boroughs of Ribble Valley, Preston and Fylde to the east and south respectively, and with Blackpool Unitary Authority along the remainder of its south western boundary.

2.2.2 Wyre lies in the north of what collectively with Fylde and Blackpool is known as the Fylde Coast sub-region. Wyre however extends a considerable way inland in the east and includes part of the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The northern coastline from Fleetwood to Pilling form part of Morecambe Bay which continues along the coastline to Barrow in Cumbria.

2.2.3 Wyre itself is characterised by a distinct geographical polarity, with the main urban areas situated in the west of the Borough, and a large expanse of rural area to the East.

2.2.4 The urban areas are primarily situated on a peninsula west of the River Wyre, and includes the coastal towns of Fleetwood, Thornton and Cleveleys, and to the south, slightly inland, the market town of Poulton-le-Fylde.

2.2.5 The main rural area settlements with the most service provision (i.e. shops etc.) are the market town of Garstang, Knott End/Preesall and Great Eccleston. The rural area is itself characterised by a large area of low-lying countryside and farmland, and east of the M6, the Bowland Fells which fall within the Forest of Bowland AONB.

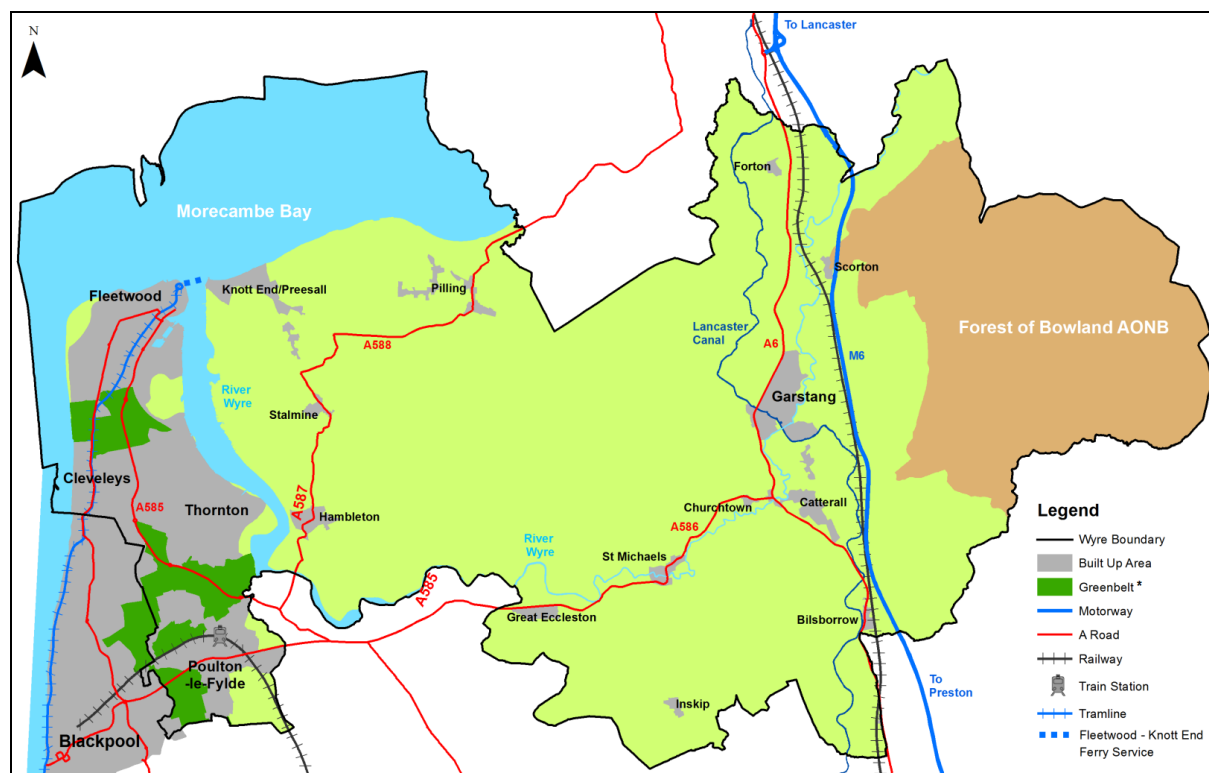
2.2.6 There are a number of settlements which straddle Wyre Borough's administrative boundary. These are Cleveleys and Normoss straddling the boundary with Blackpool; Little Eccleston straddling the boundary with Fylde; and Barton straddling the boundary with Preston. In the north Lower Dolphinholme adjoins Dolphinholme in Lancaster and together the two places are considered as one community. Great Eccleston, close to the boundary with Fylde, functionally links with communities in Fylde as it provides services for them including school and health provision.

Figure 2.1: Wyre Council



2.2.7 Wyre as part of the Fylde Coast sub-region has strong functional links but also a close working relationship with Blackpool and Fylde. The three authorities share a common housing market area and have established an Economic Development Company.

Figure 2.2: Wyre’s Spatial Characteristics



\*See paragraph 2.6.3 for further details.

## 2.3 Population and Society

2.3.1 The estimated population for Wyre (mid-2016) is 110,261, this compares with the 2011 Census figure of 107,749 representing a 2.3 per cent increase and the 2001 Census figure of 105,618 representing a 4.4 per cent increase. Growth in England between the 2001 Census and the mid-2016 estimate increased by 12.5 per cent, whilst growth in Lancashire (including Blackburn with Darwen and Blackpool) increased by 5.0 per cent.

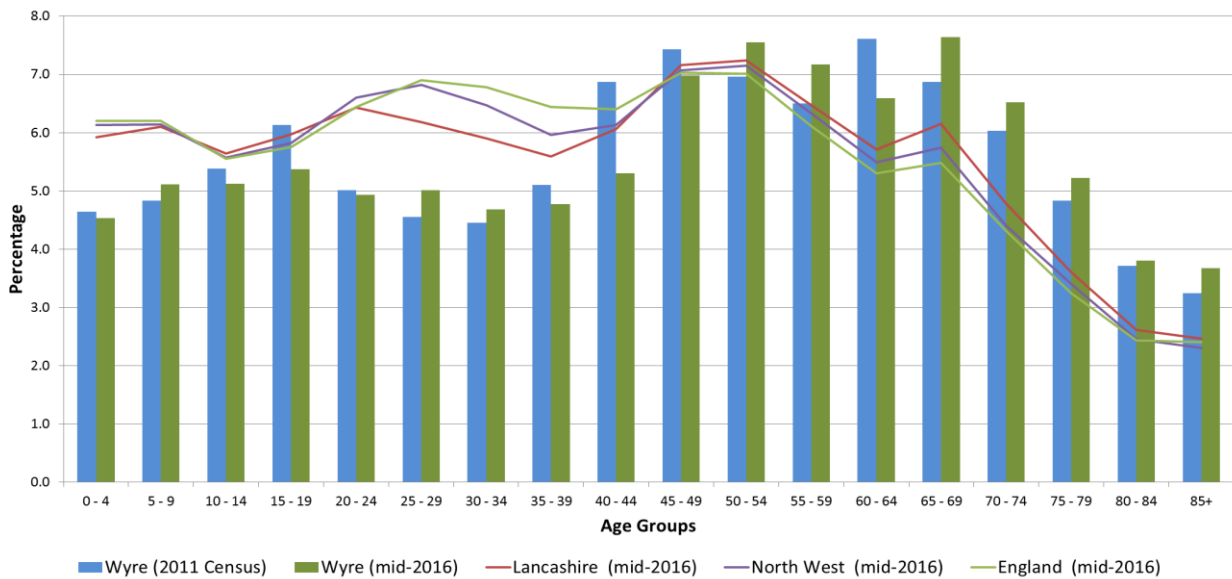
2.3.2 Wyre’s population age structure is somewhat different in comparison to Lancashire (including Blackburn with Darwen and Blackpool), the North West and England. As shown in figure 2.3 (the mid-2016 estimates) Wyre has a larger proportion of residents over the age of 45 and lower proportions across all age groups under the age of 45. In comparison to the 2011 Census, the age groups have changed slightly. All age groups over the age of 50 (except 60-64) have increased and are higher than the regional and national average. Age groups 0-4, 10-24 and 35-49 have all decreased.

2.3.3 The 2014-based population projection<sup>3</sup> figures illustrate that Wyre’s population is projected to increase to 114,500 by the year 2032 (6% greater than the 2011 Census). Wyre’s population is also projected to age considerably by the year 2032, especially the 75+ age group which has a significant increase of approx. 7,000 (55%) between 2011 (census) and 2032 (projection). The age group 65-74 is also expected to increase considerably by approx. 4,000 (29%). The projections also indicate that the age groups 0-4, 15-24 and age

<sup>3</sup> These projections are published by ONS and are based on the 2012 mid-year population estimates published on 26 June 2013 and a set of underlying demographic assumptions regarding fertility, mortality and migration based on local trends.

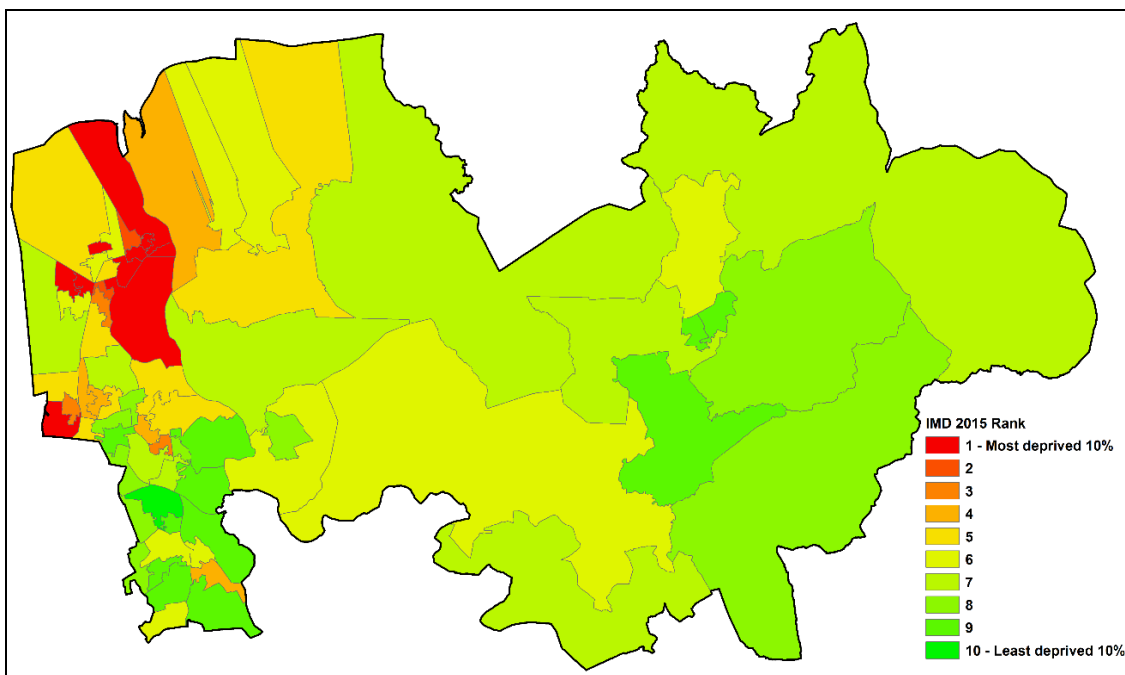
groups between 35 and 64 are all projected to decrease in population, especially the 45-54 age group which has a significant decrease of approx. 3,000 (20%).

**Figure 2.3: Population Structure of Wyre, 2011 Census and mid-2016 Estimates**



2.3.4 The 2015 Index of Multiple Deprivation (IMD) illustrates that spatially, there are significant inequalities between the urban and rural parts of the borough, with the more deprived areas being found exclusively in the urban areas especially Fleetwood. Other areas in the borough such as Garstang and parts of Poulton-le-Fylde, Thornton and Cleveleys are ranked in the least deprived areas of England.

**Figure 2.4: 2015 Index of Multiple Deprivation (IMD)**



Source: Office of National Statistics (ONS)

2.3.5 At the age of 65, Wyre has some of the longest life expectancy averages in Lancashire for both men and women. However, there are differences in life expectancy across the borough, these generally correlate with areas of high deprivation. In the most deprived areas



of Fleetwood life expectancy is 8.6 years lower for men, and 7.0 years lower for women than in the least deprived areas of the borough.

#### **Key evidence base document(s)**

- *Authority Monitoring Report 2015-2016*

## **2.4 Housing**

**2.4.1** There have been 1,646 new dwellings completed between 1 April 2011 and 31 March 2017 which equates to approximately 274 dwellings per annum. In recent years, the majority of new development has been focused on the larger urban settlements of Fleetwood and Thornton which is reflective of the proposals contained in the adopted Fleetwood-Thornton Area Action Plan (AAP).

**2.4.2** At the 2011 Census there were approximately 49,992 dwellings and 47,281 households in Wyre. Of these dwellings, 28% were detached dwellings compared to 22% in Lancashire and 18% in the North West. 18% of all dwellings were terraced which is significantly lower than Lancashire (31%) and the North West (30%). The average number of bedrooms in Wyre was 2.8 which was the same as Lancashire and similar to the North West (2.7). 1.8% was either a caravan or other mobile or temporary structure compared to 0.7% in Lancashire and 0.2% in the North West.

**2.4.3** The 2011 Census also show that of the 47,281 households in Wyre, 78% are owner occupied compared to 71% in Lancashire and 65% in the North West. The number of social rented properties in Wyre (7%) is lower than Lancashire (12%) and the North West (18%). Therefore the housing stock and tenure is somewhat different to other parts of the region.

**2.4.4** The Strategic Housing Market Assessment (SHMA) indicates there is a shortage of smaller properties in Wyre. Smaller properties are suitable for young people and families and will also allow older people to downsize. The SHMA also indicates suppressed younger household formation which may be linked to the relative limited provision of smaller properties. The 2013 SHMA and the subsequent Addendum 1 report (2014) considered the need for affordable housing in the borough. The Addendum 1 report suggested that 339 affordable homes would be needed annually with provision of this scale clearing an anticipated backlog over the next five years and subsequently requiring 299 affordable homes per annum thereafter to meet newly arising needs over the remainder of the plan period.

**2.4.5** As at October 2016, 228 homes in Wyre had been vacant for longer than 6 months representing 0.4 per cent of total dwelling stock, compared to 1.4 per cent in Lancashire, 1.2 per cent in the North West and 0.8 per cent in England.

#### **Key evidence base document(s)**

- *Strategic Housing Market Assessment (2014) and Addendums one (2014), two (2016) and three (2017)*
- *Strategic Housing Land Availability Assessment (2017)*
- *Housing Monitoring Report March 2018*
- *Rural Housing Needs Survey 2015 to 2020*
- *Fylde Coast Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (2014) and Update (2016)*
- *Affordable Housing Viability Study (2010) and Addendum (2011)*
- *Local Plan Viability Study (2017)*

## 2.5 Economy

2.5.1 There are four main towns in Wyre with substantial town centres providing a range of retail and other services and facilities - Fleetwood, Cleveleys and Poulton-le-Fylde located within the urban peninsula and Garstang located in the eastern part of the borough on the A6. Garstang town centre serves a number of rural settlements, particularly in the central and eastern part of the Borough. There four smaller 'district centre – two in Thornton, at Knott End and at Great Eccleston, which serve their respective local areas and in the case of Knott End and Great Eccleston their immediate rural hinterland. Further down the hierarchy there a number of neighbourhood centres and free standing local shops, mostly in the main towns serving their immediate community.

2.5.2 All four town centres are relatively healthy town centres; however in January 2017 vacancy rates in Fleetwood were above the regional average and together with Cleveleys above the national average. Whilst the Teanlowe centre at Poulton-le-Fylde has been redeveloped to provide large modern retail premises, the linear nature of Cleveleys and Fleetwood centres, and the proximity of surrounding residential areas, means that there are more limited development opportunities to attract new investment. Fleetwood also has an out of centre retail outlet (Freeport) which attracts many visitors.

2.5.3 Table 2.1 indicates the levels of employment in selected economic sectors in 2011. Compared regionally, the Borough has a strong representation in the Agriculture, Forestry and Fishing sector which is significantly higher than the regional average. This is to be expected due to the large rural area and many working farms. However, the sector accounts for relatively low levels of employment in absolute terms compared to other sectors.

**TABLE 2.1: NUMBER OF JOBS IN SELECTED ECONOMIC SECTORS, 2011**

Economic Sector	Number of Jobs
Accommodation, Food Services and Recreation	4,060
Agriculture, Forestry and Fishing	1,120
Construction	3,480
Finance, Insurance and Pensions	460
Information and Communication	380
Manufacturing	3,560
Oil and Gas Extraction	0
Professional & Other Private Services	4,610
Public Services	11,130
Retail Trade	4,260
Transport and Storage	1,190
Utilities (Gas, Water and Electric)	470
Wholesale	2,210

Source: Experian (Wyre Employment Land Study Update, 2015)

2.5.4 The majority of current employment areas are located in the west of the borough in Fleetwood, Thornton and Poulton-le-Fylde. There are, however established industrial and employment areas distributed throughout the Borough Rural businesses including farming businesses are important to the sustainability of rural communities and valuable to the local economy.

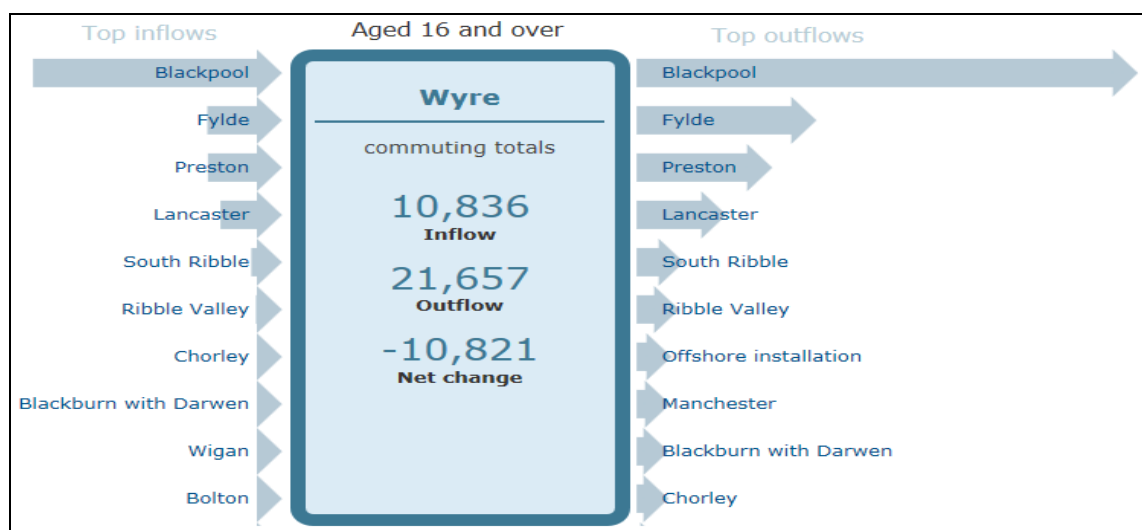
2.5.5 Hillhouse at Thornton was designated as an Enterprise Zone (EZ) in 2016 and it is now known as Hillhouse Technology EZ, Lancashire and forms part of the Lancashire Advance Manufacturing and Energy Cluster. Hillhouse includes large international companies which have grown in recent years. The EZ designation is expected to further encourage growth and investment in chemicals, advance manufacturing and energy sectors.

2.5.6 Fleetwood Port ceased to operate in 2010 and the Stena ferry ceased to operate from Fleetwood. Fleetwood Port remains a designated port which offers opportunities for port related activities.

2.5.7 The 2015 Commercial Market Review has identified three separate sub-markets within the Borough - the A6 Corridor (Garstang and Catterall), Wyre Peninsular (Poulton-le-Fylde, Thornton-Cleveleys and Fleetwood) and Rural Areas (Rural West, Central Rural Plain and Rural East and Uplands). The economies within each of the identified submarkets specialise in very different functions, and often occupiers are specifically geared towards these specialisms.

2.5.8 In terms of workforce, 69.1% of the working age population are in employment (2015-2016) which is the 6th highest employment rate (14th being the worst) in Lancashire (including Blackburn with Darwen and Blackpool). However, Wyre has a lower employment rate (65.5%) than the North West (71.4%) and nationally (73.7%). Although, in terms of unemployment, Wyre (4.6%) has a lower unemployment rate when compared to the North West (5.3%) and nationally (5.1%).

**Figure 2.5: Wyre Council Travel to Work Flows (2011 Census)**



2.5.9 As shown in figure 2.5, Wyre is a net exporter of labour. As recorded in the 2011 Census, of 48,558 Wyre residents in employment, 21,657 regularly travelled outside of the Borough to work elsewhere, mostly to the neighbouring authorities of Blackpool, Fylde, Preston and Lancaster. At the same time, approximately 10,836 residents of other Boroughs commute into Wyre to work, again predominantly from adjoining local authorities, representing a net outflow of 10,821 workers.

2.5.10 The 2011 net outflow figure is similar to the 2001 Census which represented a net outflow of 10,494 workers, representing a 3% increase from 2001 to 2011.

2.5.11 In 2015, there was over 4.6 million tourism visits to Wyre, an increase of 1.2 per cent from the previous year. This equates to 7 per cent of all tourism visits to Lancashire. A total of £330.449 million was generated within the local economy through visitor and tourism business expenditure, an increase of 1.1 per cent from the previous year.

**Key evidence base document(s)**

- *Employment Land and Commercial Leisure Study (2012)*
- *Employment Land Study Update (2015), Addendum I (2015) and Addendum II (2017)*

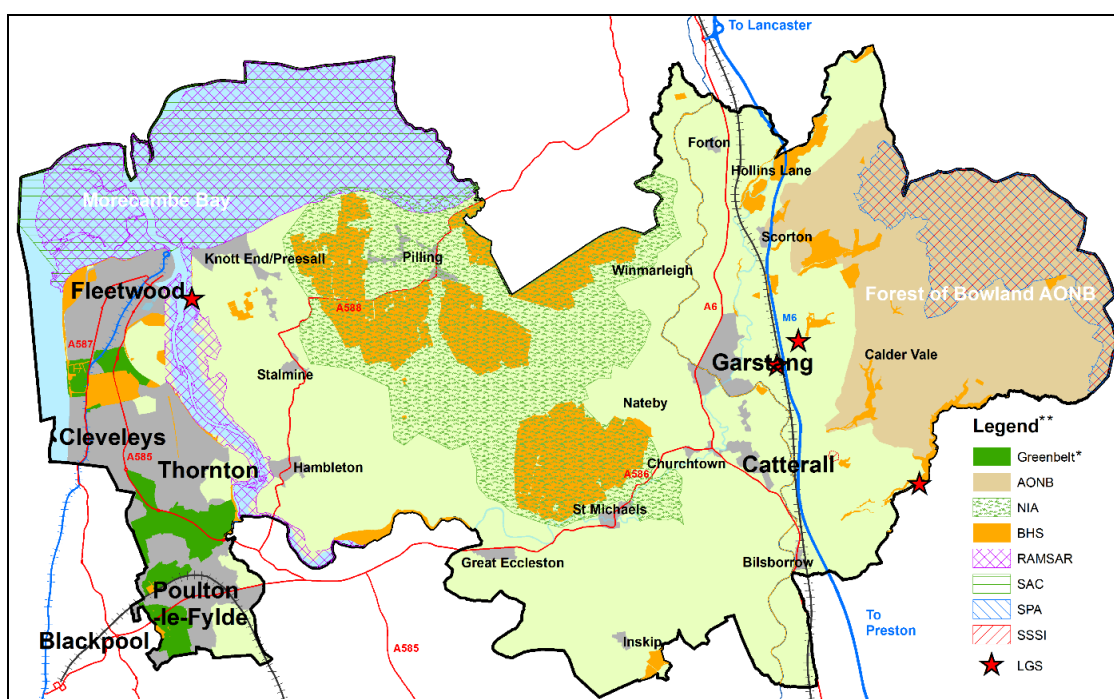
- *Fylde Coast Retail Study (2011) and Update (2013)*
- *Employment Land Monitoring Report 2015-2016*
- *District and Local Centre Study (2017)*
- *Settlement Study 2016*

## 2.6 Environment

2.6.1 One of the Borough’s assets is the attractive natural environment, made up of a large green infrastructure network including biodiversity and geological sites, open spaces, the coastline and beaches, the River Wyre and its tributaries, Lancaster Canal and open countryside. Large parts of the countryside comprise agricultural farmland.

2.6.2 As shown on figure 2.6, there are significant areas designated for their environmental importance. Table 2.2 illustrates the number and % land cover of the environmental designations in Wyre.

**Figure 2.6: Environmental Designations and Key Considerations in Wyre**



\*See paragraph 2.6.3 for further details.

\*\*See abbreviations

**Table 2.2: Environmental Designations in Wyre**

Designations and Key Considerations	Total Number** (Land and Sea)	Total Hectares (Land and Sea)	Number** (Land Only)	Hectares (Land Only)	% On Land*
Area of Outstanding Natural Beauty (AONB)	1	5,079	1	5,079	18.23
Sites of Special Scientific Interest (SSSI)	5	6,297	3	1,845	6.62
Special Protection Area (SPA)	2	6,231	1	1,779	6.38
Special Areas of Conservation (SAC)	1	4,058	0	0	0
Biological Heritage Sites (BHS)	67	3,259	67	3,259	11.7
Local Geodiversity Sites (LGSs)	4	616	4	616	2.21

\*Percentage calculated on land only. Therefore excluding any designations which cover the sea and the Wyre Estuary.

\*\*Some designations overlap and some may cross in to adjoining local authorities.

2.6.3 As at September 2017 the designated Green Belt in Wyre covers an area of 750 hectares on the urban peninsula to the west of the borough (see figure 2.6) between Fleetwood, Thornton and Cleveleys; and between Poulton-le-Fylde, Thornton, Cleveleys and Blackpool. The Green Belt Study (2016) made recommendations with regards to parcels of land within the Green Belt and whether they could be released from the Green Belt without affecting its integrity, function and long term permanency.

2.6.4 To the East of the borough is the Forest of Bowland Area of Outstanding Natural Beauty which partially lies within Wyre (see figure 2.6). The area is an important national asset designated because of its outstanding landscape whose distinctive character and natural beauty are so precious that it is safeguarded in the national interest.

2.6.5 Lancaster Canal to the East of the borough (see figure 2.6) is also an important asset with a multi-functional role as a leisure, recreation and tourism asset. The Canal is also designated as a Biological Heritage Site important to wildlife and as an ecological corridor/resource. The Canal links Wyre to Lancaster to the North and Preston to the South.

2.6.6 The Morecambe Bay Limestones and Wetlands Nature Improvement Area (NIA)<sup>4</sup> partially covers Wyre (see figure 2.6) and is an area internationally significant for nature conservation by improving and connecting up the area's special wetland, limestone grassland and woodland habitats, as well as inspiring community action and supporting sustainable farming, woodfuel and wildlife tourism.

2.6.7 Morecambe Bay is also of particular importance to Wyre. The vast area of sands and the coast provide the borough with a large area for leisure and tourism. The area is also designated as a Site of Special Scientific Interest (SSSI)<sup>5</sup>, classified as a Special Protection Area (SPA)<sup>6</sup>, Special Area of Conservation (SAC)<sup>7</sup> and a Ramsar site<sup>8</sup> (see figure 2.6). As a result of the European Habitats Directive, Morecambe Bay is currently 1 of 45 European marine sites in England. Within Morecambe Bay, Defra are currently considering a new Wyre-Lune Marine Conservation Zone (MCZ)<sup>9</sup>.

2.6.8 There are several important green corridors/linkages throughout the borough which link different areas, both locally and sub-regionally, these include; the River Wyre, Lancaster Canal, cycling routes and Public Rights of Way (PROW).

2.6.9 The Wyre Way is a 66km walking route that follows the River Wyre from its source in the Bowland Fells to the estuary mouth in Fleetwood. The proposed North West Coastal Trail is an ambitious and exciting project, aiming to create a continuous, multi-use trail running along the coast from Carlisle to Chester, linking some of the North West's greatest coastal landscapes, heritage and settlements. Both contribute to an important local and sub-regional green infrastructure network.

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<sup>4</sup> Nature Improvement Areas (NIA) were announced in the Natural Environment Whitepaper 2011. NIAs are areas where partners are working together to restore, enhance and connect wildlife habitats. NIAs are supported by Defra, DCLG, Environment Agency, Forestry Commission and Natural England.

<sup>5</sup> Site of Special Scientific Interest (SSSI) are sites designated by Natural England under the Wildlife and Countryside Act 1981.

<sup>6</sup> Special Protection Areas (SPA) are areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.

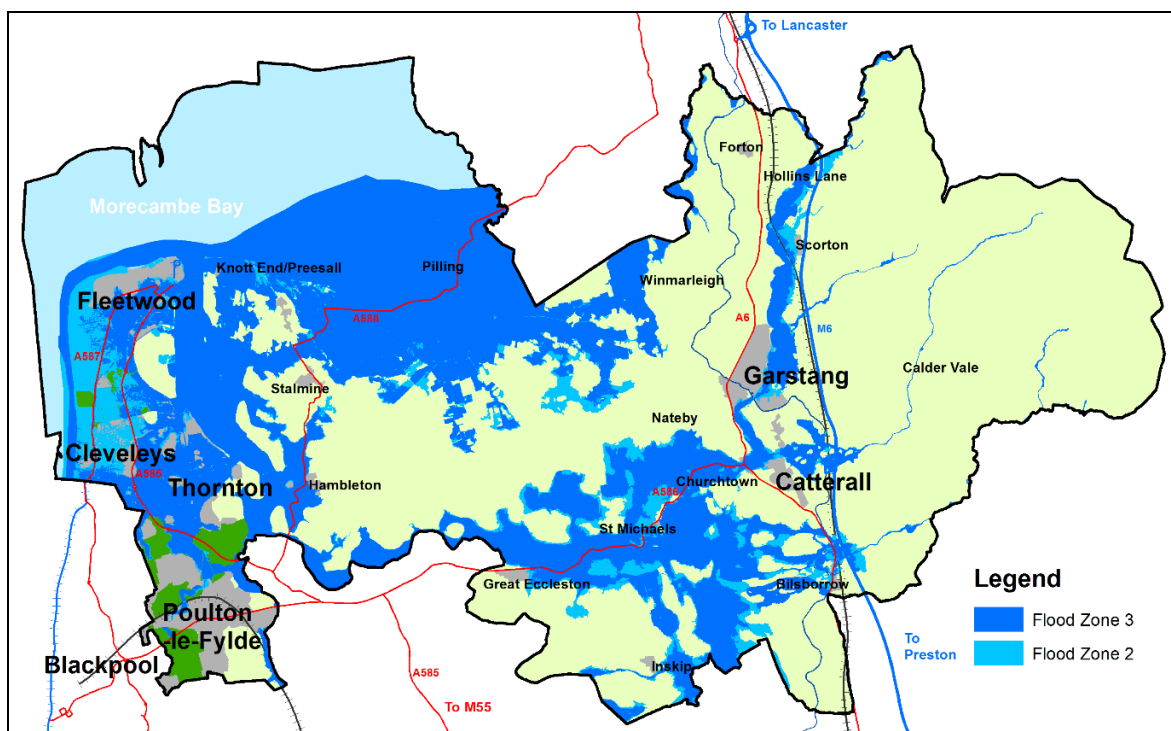
<sup>7</sup> Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive.

<sup>8</sup> The Convention on Wetlands, called the Ramsar Convention, is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.

<sup>9</sup> The Marine and Coastal Access Act 2009 allows for the creation of Marine Conservation Zones (MCZs) which protect a range of nationally important marine wildlife, habitats, geology and geomorphology.

2.6.10 With much of Wyre relatively low-lying, the risk of coastal and river flooding is significant in certain locations, with much of the coastal area to the north of the Borough and land around the River Wyre classified as Flood Zone 2 (medium risk) and/or Flood Zone 3 (high risk) by the Environment Agency (EA). As shown in figure 2.7, some settlements are fully covered by a flood zone 2 or 3 designation.

Figure 2.7: Flood Zone 2 and 3 in Wyre



Source: Environment Agency (January 2017)

2.6.11 Agricultural land has been classified by the Department for Environment Food & Rural Affairs (Defra) into several 33s, with grades 1, 2 and 3a being the best and most versatile. In Wyre there is no grade 1 land but there are large areas of grade 2 (approximately 30%) and grade 3 (approximately 43%). However, it must be noted that only small pockets of grade 3 land in Wyre have been distinguished between grade 3a and 3b. Grade 3a land is classified as good quality agricultural land and grade 3b as moderate quality agricultural land.

2.6.12 Bathing water quality within the borough is monitored in two locations: Cleveleys and Fleetwood. Monitoring has been undertaken at these locations since 1988. In 2016, Fleetwood was classified as 'good' which had declined from the previous year (excellent in 2015). However, Fleetwood was classified as 'poor' in 2013 and 2014. In 2016, Cleveleys was classified as 'good' which was an improvement from the previous years (poor in 2013 - 2015).

2.6.13 Air Quality within Wyre has been monitored since 2000. This monitoring had not revealed any concerns until 2009 when an Updating and Screening Assessment highlighted that air quality in parts of Poulton-le-Fylde had fallen below national objectives. As a result, in 2009 Wyre Council declared an Air Quality Management Area (AQMA) located around Chapel Street in Poulton-le-Fylde. The AQMA monitors nitrogen dioxide NO<sub>2</sub> levels and a re-assessment in 2011 concluded that there is no evidence to suggest that nitrogen dioxide concentrations are decreasing.

### Key evidence base document(s)

- *Strategic Flood Risk Assessment Level 1 (2016) and Level 2 (2017)*
- *Green Infrastructure Study 2013*
- *Green Belt Study 2016*

## 2.7 Heritage and the Built Environment

2.7.1 The borough's numerous distinct towns and villages and their relationship to the surrounding natural environment create a diverse built environment that contributes to the distinctive character and image of the Wyre. This character has developed over a period of many years.

2.7.2 In Wyre, there are seven Conservation Areas; Calder Vale, Churchtown, Dolphinholme, Fleetwood, Garstang, Poulton-le-Fylde and Scorton. Conservation Areas recognise a broader character than individual listed buildings, as all features within a Conservation Area are part of its character. Fleetwood is recorded on the heritage at risk register by Historic England<sup>11</sup>.

2.7.3 There are seven Scheduled Monuments in Wyre - three near Bleasdale within the Forest of Bowland AONB, two in Garstang, one near Catterall and one at Great Eccleston.

2.7.4 As at August 2017, Historic England identified 303 listings<sup>10</sup> of listed buildings in Wyre. Of these, two were Grade I, seven were Grade II\*, and 294 were Grade II. Of the 303 listings, three are recorded on the heritage at risk register by Historic England<sup>11</sup>.

2.7.5 There are two Grade II Registered Historic Parks and Gardens in Wyre - The Mount and the Memorial Park at Fleetwood.

## 2.8 Infrastructure

2.8.1 Compared to neighbouring authorities, especially Lancaster to the north and Preston to the south, Wyre has relatively poor road access to the national road system; the M6 cuts through the eastern end of the Borough, but there are no junctions on this stretch of the motorway.

2.8.2 The A585 trunk road links the Borough's main urban towns (71% of Wyre's population, 2011) to junction 3 of the M55, but this is a single-carriageway road and at peak times is heavily congested along certain sections and junctions. Highways England are working on a scheme to by-pass Little Singleton junction on the A585(T) which is a major pinch point. The new road is scheduled to be completed by 2022. Consultation on a preferred scheme is expected later in 2017.

2.8.3 The local highways network managed by Lancashire County Council is also heavily constrained. The A6 runs through the eastern end of the borough connecting a number of settlements to the M6 and Preston to the south and the M6 and Lancaster to the north. The junction of the A6 with the M55/M6 is at capacity but with certain deliverable improvements to the motorway and local networks, limited development can be supported in settlements along the A6. The evidence prepared by Lancashire County Council shows a maximum level of development that can be supported in different settlements.

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<sup>10</sup> Some listings include more than one listed building, i.e. a terraced street with individual listed buildings is included as one listing.

<sup>11</sup> Historic England Risk Register lists those sites most at risks of being lost through neglect, decay or inappropriate development.

2.8.4 Public transport provision includes a network of bus routes connecting residents to destinations within the Borough and beyond including Blackpool, Lancaster and Preston. Some settlements do not have access to a bus for example, Scorton and Calder Vale whilst some other rural settlements have limited services. There is only one train station in Wyre at Poulton-le-Fylde with good train services to Blackpool and Preston. Services include regular direct services to Manchester and limited direct services to Liverpool, Leeds and York. There is also one service (weekdays only) direct to London in the morning and one returning at night. The station however has limited parking and no opportunities to expand the car park on site.

2.8.5 The Fylde Coast is well known for Heritage Trams and has a well-connected tram network with services operating between Starr Gate (south of Blackpool town centre) to Fleetwood via Cleveleys. The tram network was upgraded in 2012 which saw the replacement of 11 miles of track and the introduction of a fleet of 16 state-of-the-art trams. Subject to approvals, there are plans to extend the tram network to Blackpool North Rail Station.

2.8.6 As of March 2014 (latest data available from Lancashire County Council), there was a total 19,189 metres of dedicated cycle routes within the borough. The borough also has 26,521 metres of bridleways used for walking, cycling and riding within a much larger extensive Public Rights of Way (PROW) network.

2.8.7 According to the 2011 Census, in Wyre 43% of people (aged 16-74) travel to work by car. However, there are significant differences across the borough with 33% of people travelling to work by car in Fleetwood and 60% in Catterall. Similarly, there are significant differences when comparing the average distance travelled to work with settlements in the rural area travelling beyond the borough average (15.3km). For example, the average distance for residents in Forton and Inskip is 19.3km compared to Poulton-le-Fylde which is 13.2km. There is a heavy reliance on private transport which is likely to continue.

2.8.8 In Wyre there are a total of 42 primary schools, 7 secondary schools and 6 other types of schools (i.e. pre-school, pupil referral and special schools). There is also Rossall School (founded in 1844), a fee paying co-educational, independent school, between Cleveleys and Fleetwood. There are also two higher and further educational establishments in Wyre; Myerscough College in the eastern part of the borough and the Nautical Campus in Fleetwood which forms part of Blackpool and Fylde College. Myerscough College specialises in education and training for land-based and sports sectors, for example, golf, football, agriculture, horticulture and landscaping, animal care and equine studies. The Nautical Campus specialises in a range of maritime and nautical courses.

2.8.9 Wyre has a hospital in Fleetwood although it does not have an A&E department, 13 doctor's surgeries and health centres around the borough, three fire stations located at Fleetwood, Knott-End/Preesall and Garstang, two ambulance stations located at Fleetwood and Thornton and one police station in Fleetwood. There are also a total of 14 NHS dentists, 19 pharmacies and 14 opticians across the Borough and a total of 36 care homes.

#### **Key evidence base document(s)**

- *Infrastructure Delivery Plan 2017*
- *Lancashire County Council Highways Evidence 2017*
- *Highways England Evidence Base 2016*
- *Authority Monitoring Report 2015-2016*



## 2.9 Key Issues and Challenges

2.9.1 Wyre has a diverse environment with many valuable natural and built heritage assets which contribute to the character of the Borough and play an important role in ensuring sustainable and healthy communities. It is inevitable that places will continue to grow and change as they have done for centuries in order to accommodate needs. Nonetheless change and growth must be achieved in a sensitive manner respecting what defines the character of Wyre. It is important that the right balance is struck between meeting development needs and protecting environmental assets and heritage both natural and built.

2.9.2 In accommodating growth and change, high quality design which responds positively to local character ensuring that new development is integrated with its surroundings, creates a sense of place and protects local distinctiveness and heritage will be important.

2.9.3 There are a number of constraints that limit the options of how to accommodate new development. These include highway constraints, flood risk, environmental designations. In addition most of the urban peninsula is built out. Highway constraints are however the main constraint with significant impact on the amount and location of new development. The capacity of the highway network places a 'cap' on the scale of development that can be delivered in any one settlement.

2.9.4 The west coast main line cuts through the eastern end of the borough adjacent to the M6, but there are no stations on this stretch of the railway. Discussions with Network Rail about the possibility of a new station in the east of the Borough concluded that it is not feasible in this plan period. Poulton-le-Fylde is the only train station in Wyre which nonetheless offers regular services to Blackpool, Preston, Manchester and York. Although there are good rail connections from Poulton-le-Fylde, the station offers very limited parking facilities. Parking by commuters around residential streets in the Town Centre adds to the congestion in Poulton-le-Fylde. There is a disused railway line to Fleetwood via Thornton from Poulton-le-Fylde but discussions with Network Rail concluded that reopening the line for commercial services is not currently viable.

2.9.5 In some settlements where facilities and services are limited growth raises issues of sustainability. It is important that growth of smaller settlements where there is highway capacity is sustainable.

2.9.6 Growth will need to be supported by necessary infrastructure. Although it is not practical to provide all infrastructure ahead of any development taking place or being occupied it is important that infrastructure delivery is considered as part of the development and in particular any large extensions of settlements. On-going partnership working with infrastructure providers is important not least because different infrastructure providers work to different work programmes. The Infrastructure Delivery Plan (IDP) will highlight all necessary infrastructure together with broad costs, timescales and responsibilities for providing it. It is important that the IDP remains a 'live' document.

2.9.7 The growing population imbalance between older and younger age groups has implications for the achievement of sustainable communities and the local economy. The provision of the right mix of new housing to retain and attract young people and families and cater for the needs of older people is important. The overall ageing of the population also has implications for healthcare and access to services for older people especially as bus services are cut. This issue is more pertinent in rural areas.

2.9.8 Wyre needs a better variety and choice of housing in terms of type and tenure. In particular there is a need for smaller properties to enable younger household to form. Smaller properties will also assist in older people downsizing. A better balance in the

housing offer in Wyre could be achieved through a policy requiring a mix of dwellings on any given development.

2.9.9 There is a pressing need for affordable housing<sup>12</sup> across most of the Borough. The main way of providing affordable housing for the foreseeable future is through a policy requiring a percentage of new dwellings to be affordable.

2.9.10 Although Wyre is generally not a Borough with high deprivation, there are concentrations of deprivation which the Council must continue to tackle. The Fleetwood Thornton Area Action Plan provided the impetus for regeneration and investment at Fleetwood and Thornton and bringing forward previously developed land for development. The newly designated EZ at Thornton will continue to stimulate investment. It is necessary for the Local Plan to continue to provide the framework for Fleetwood Port and Docks which are part of Fleetwood's heritage and character. The Port offers a unique opportunity in Wyre to accommodate port-related activities.

2.9.11 It is important that local economic growth is not frustrated due to lack of opportunities for investment and growth. The Local Plan can assist by ensuring a robust employment land supply which recognises the separate local sub-markets. The role of existing employment areas is important to Wyre's economy and the Fylde Coast as a whole and must be protected to provide certainty to businesses. Rural areas are a distinct economic sub-market with a vital role in ensuring sustainable rural communities.

2.9.12 The nature and role of town centres is changing not least because of changing shopping habits including internet shopping. However town centres have a valuable role in the sustainability of communities and therefore their long term vitality and viability need to be protected and where possible enhanced.

2.9.13 Green Infrastructure has an important role in ensuring sustainable and healthy communities. It is acknowledged that there are some deficiencies in some types of green infrastructure. New developments can offer opportunities to extend the current network.

2.9.14 The distinct identity of different settlements is important to local communities and the overall character of Wyre. The Green Belt performs that role on the urban peninsula separating the various urban towns. Although there are small parts of the Green Belt that evidence shows could be released, overall the Green Belt is narrow and as such sensitive. In many parts it includes developments which add further to the need to protect against further consolidation and the sense of settlements merging.

2.9.15 There is no designated Green Belt between rural settlements but it is important that rural settlements retain their separate identity. This must be a consideration in accommodating development.

2.9.16 Climate Change<sup>13</sup> is more than just a local issue. However a response at the local level cumulatively can make a difference. Extreme weather events, changes to seasonal weather characteristics and sea level rises can have direct impacts at the local level. Increased flooding events are associated with climate change. Flood risk is of particular concern in Wyre and thus it is important that new development does not contribute to increased flood risk and where possible contributes towards decreasing flood risk.

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<sup>12</sup> Affordable housing is housing that is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing currently includes social rented, affordable rented and intermediate housing.

<sup>13</sup> Climate change refers to any change in climate over time, whether due to natural variability or as a result of human activity.

2.9.17 It is inevitable that with reductions in bus services and limited access to the rail network, reliance upon private transport will continue. It will be important to maximise opportunities for new development that offer choice in transport modes. The limited parking facilities at Poulton-le-Fylde rail station is an issue, limiting the potential for more use of the station as park and ride and also causing on-street parking by commuters.

2.9.18 Reducing vehicle emissions can contribute towards reducing the effects of climate change but also reduce air pollution with resultant health benefits. There is an inevitable reliance on the private car but new developments offer the opportunity to contribute towards greater use of electric cars by incorporating charging points.

**Cover Page**  
**[Vision and Objections]**

## 3 Vision and Objectives

### 3.1 Vision and Objectives

3.1.1 The vision sets out what kind of borough, Wyre aspires to be by 2031. In order to achieve this vision the Local Plan sets out a number of objectives which have steered the development of policies in the Plan.

3.1.2 The Policies in the Local Plan will steer decisions by the Council and stakeholders towards meeting the vision.

### 3.2 Wyre 2031 - A Vision Statement

3.2.1 By 2031 Wyre will be recognised as an aspirational place with a clear focus on delivering **sustainable growth** – balancing environmental, social and economic considerations. It will be an attractive and successful place focused on creating opportunities for people to live, work, visit and do business. Development will have achieved **high quality urban and rural environments**, whilst respecting the diverse distinctiveness of local character across the Borough.

3.2.2 There is a wider choice of **quality homes both affordable and market options to meet the needs of Wyre's community**, in terms of type, size and tenure. The provision of **accommodation appropriate for older people** has both freed up family homes for young families and helped meet the needs of an ageing population. The development of new housing has played a key role in the retention and attraction of first time buyers and young families.

3.2.3 Wyre has a **thriving, diverse and resilient economy** making a valuable contribution to the overall Fylde Coast economy. Wyre has attracted **new investment** at Hillhouse Technology Enterprise Zone (EZ) and other employment areas across the Borough and has a **wide choice of jobs**. There are better **links between job opportunities and education**.

3.2.4 **Hillhouse Technology EZ** is a renowned sub regional strategic site, known for its world class chemical and energy industries driving innovation and growth. Development has taken place at **Fleetwood Port** which is now a successful port related business area. **Farming** continues to be an important economic sector in the rural areas supported by thriving agricultural businesses along the A6 at Garstang and Catterall. **Opportunities for local businesses to establish and grow** have been created.

3.2.5 The **visitor and tourism economy** is a key economic sector across the Borough supported by Wyre's **diverse and enhanced natural and man-made assets** including the coastline, seafront promenades, heritage assets, the Rivers Wyre, Calder and Brock, the Lancaster canal, the Forest of Bowland AONB and rural villages. Wyre is a key attraction on the Fylde Coast complementing the visitor offer at Blackpool.

3.2.6 **Town, district and local centres** have adapted to changes in retailing and are **thriving** service hubs for the community.

3.2.7 **Development** has taken place in a co-ordinated manner and it is **supported by necessary infrastructure** including improvements to highways, school and health provision. Substantial improvements to highways have been made including the A585(T) and the local network in Poulton-le-Fylde to ease congestion. The tram line in Blackpool has been extended connecting Fleetwood via Cleveleys to Blackpool North Railway Station. Enhanced walking and cycling routes have strengthened links within and between settlements. **Settlements in Wyre are better connected**.

**3.2.8** Important **nature sites, heritage assets** and the **green infrastructure** overall **have generally been retained and enhanced** and compensation/mitigation provided where losses have occurred. New and enhanced areas of public open space, nature space, habitats and trees have been provided as part of developments. The special qualities of the Forest of Bowland Area of Outstanding Natural Beauty continue to be protected for the benefit of communities within and visitors.

**3.2.9 Social and health inequalities have reduced** due in part to a combination of a high quality environment and greater choice in housing and job opportunities. **Well connected green spaces** and the countryside give people a choice to adopt a **healthier lifestyle** by increasing their **walking and cycling** along safe routes. **Unemployment is reduced** to the level prior to the 2008 economic recession and the workforce is educated and well trained to meet the skill requirements of businesses. The role of Blackpool and the Fylde College (Nautical College) as an internationally renowned nautical campus has been strengthened and enhanced and an expanded Myerscough College (an exemplar in the Land Based Sector) provides comprehensive training and further and higher education opportunities.

**3.2.10** Development has been designed to contribute to the **mitigation** of, and **adaption** to, **climate change**. There is greater **emphasis on walking, cycling and access to public transport and low carbon transport options**. New development has been located in areas with **lower risk from flooding** or coastal change, and where necessary have been designed to reduce the impact of flooding. Where appropriate **renewable energy** has been harnessed.

**3.2.11 Investment in Fleetwood** has continued to reduce social, economic and health inequalities. Fleetwood town centre is thriving serving both the local community and visitors. New development at Fleetwood Port and Fleetwood Docks has regenerated these parts of the town providing new housing and employment opportunities. The Fish and Seafood processing businesses have relocated to new modern premises securing the long term future of this industry.

**3.2.12 Cleveleys, Poulton-le-Fylde and Thornton** continue to be vibrant towns each with their own distinct local character serving both local residents and visitors. New high quality housing areas and interconnected green spaces have been developed in Poulton-le-Fylde and Thornton. Poulton-le-Fylde is an important transport hub in Wyre with train and bus services to and from Blackpool, Preston and beyond, and buses to and from destinations across the Borough.

**3.2.13** Outside of the Peninsula, **rural areas** continue to thrive and retain their character, farming being a dominant characteristic which defines overall rural areas. **Garstang** is a vibrant market town servicing surrounding rural areas. Growth in some villages has been accommodated in a sensitive manner complimenting existing development and respecting existing character.

### **3.3 Aim**

**3.3.1** The overarching aim is **to promote sustainable growth balancing environmental, social and economic considerations and create sustainable communities** in both urban and rural Wyre.

### 3.4 Objectives

3.4.1 Objectives are not listed in order of importance. They should be read as a whole and, in some cases, decisions on development proposals will have to balance what may appear to be competing objectives.

1. To facilitate investment, **job creation** and **sustainable economic growth** in Wyre, supporting new and existing businesses across the Borough, the delivery of Hillhouse Technology EZ, farming and tourism development.
2. To support **education** and **skill development** to give local people the opportunity to access jobs.
3. To help meet the **housing needs** of all Wyre's population; provide choice in terms of type and tenure in both market and affordable sectors that meet the requirements of young people, families and older people.
4. To help **meet** the diverse **needs** for services and facilities, **as close to where they arise as possible**, and ensure **thriving and vibrant town, district and local centres** serving the local community and visitors.
5. To ensure that new developments are supported by essential **infrastructure, services** and **facilities** through **collaborative working** with partners and stakeholders.
6. To improve connectivity between housing, employment, services and recreation areas by **a range in transport choices**; support the development of an efficient strategic and local highway network, safe **walking** and **cycling** routes and public transport services.
7. To protect and enhance Wyre's **natural** and **heritage assets** and **amenity** creating a high quality built and natural environment including through **high quality design** that respects, and where appropriate, improves the character of the locality and surrounding landscape.
8. To protect the **separate identity** of individual settlements.
9. To achieve a healthy environment with **accessible high quality green infrastructure** with **opportunities for active recreation** that contributes to the improvement in the general **health and well-being** of the population and promotes **healthy lifestyle choices**.
10. To respond to the challenge of **climate change** encouraging best use of **resources and assets**, minimising wastage and ensuring the Borough adapts to climate change.
11. To **minimise environmental impact** including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures.
12. To provide the basis to **work with partners and stakeholders** to make Wyre an attractive place to live, work, do business and visit as an integral part of the Fylde Coast sub-region.

**Cover Page**  
**[Local Plan Strategy]**



## 4 Local Plan Strategy

4.1.1 The Local Plan provides the framework to plan positively for the future of the Borough for the period up to 2031 and to promote sustainable development. It provides the opportunity to plan for the homes, jobs and associated infrastructure that are needed by local communities and businesses and ensure high quality sustainable environments rather than making provision in an ad hoc manner. Meeting the needs of the Borough however is a challenging task because of the constraints that limit the options of how to accommodate needs in a way that minimises harm, makes the most of existing infrastructure and promotes sustainable development.

4.1.2 The Local Plan strategy is the culmination of a balancing exercise between competing interests e.g. the protection of Wyre's attractive, high quality environment and addressing identified development needs to support Wyre's population and businesses. The challenge has been to meet the borough's needs for development over the period to 2031 within the particular environmental limits in Wyre and infrastructure constraints. Sustainability has been a 'golden thread' in developing the Local Plan strategy in order to steer development in the most appropriate locations; protect the wider countryside; and ensure necessary improvements to services and facilities for communities accommodating growth.

4.1.3 The Local Plan identifies boundaries for settlements within which, in principle, development will be acceptable, subject to policies in the Local Plan. Outside defined settlement boundaries, the area is designated as countryside where new development will be controlled. The coastal sands<sup>14</sup> form part of the Green Infrastructure (GI).

4.1.4 The Green Belt and the Strategic Areas of Separation, as shown on the adopted Policies Map are key elements of the Local Plan Strategy. They are important in managing growth and protecting the character and identity of different settlements in the Borough. An essential characteristic of Wyre is the multiplicity of settlements and communities each with its own identity. This 'historic' environment contributes to the character of place in Wyre and fosters community 'spirit'. It is important that the Local Plan whilst maximising delivery of development to meet needs, also protects the overall character of Wyre, the identity of separate communities and the character and landscape setting of individual settlements.

4.1.5 The GI is an integral part of the Local Plan Strategy. It includes parts of designated countryside areas, the coastal sands, a diversity of recreational sites and wildlife areas of local, national and international importance. GI is protected for its own value and the contribution it makes to sustainable healthy environments.

4.1.6 Based on the housing evidence<sup>15</sup> the Objectively Assessed Housing Need (OAHN), is identified as, an annual figure of 479 dwellings or 9580 dwellings over the Local Plan period 2011-2031. On the basis of the employment evidence<sup>16</sup> the Objectively Assessed Employment Need (OAEN), is identified as 43 hectares of employment land for B-class uses.

4.1.7 The starting point in accommodating development was the consideration of three strategic options set out in the 2015 Issues and Options Report –

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<sup>14</sup> 'Coastal sands' refer to the area between low and high water used as recreational area when the tide is out.

<sup>15</sup> 2013 Fylde Coast Strategic Housing Market Assessment, 2014 Addendum I, 2016 Addendum II and 2017 Addendum III; 2017 Housing Background Paper.

<sup>16</sup> 2012 Employment Land and Commercial Leisure Study; 2015 Employment Land Study Update, 2015 Addendum I and 2017 Addendum II.

**Option One:** Fylde Coast peninsula main urban area focus (i.e. meet a significant proportion of development needs on the urban peninsula, with moderate development along the A6 and limited development elsewhere)

**Option Two:** A6 Corridor focus (i.e. meet a significant proportion of development needs in settlements along the A6 with moderate development on the urban peninsula and limited development elsewhere)

**Option Three:** Dispersal (i.e. accommodating moderate levels of development in a number of the larger settlements with limited development in smaller settlements).

4.1.8 Options Two and Three also included consolidation and expansion of Winmarleigh and Nateby which would have seen these two hamlet becoming large villages.

4.1.9 With regards to the majority of the main urban areas on the peninsula which benefit from a wider range of services and facilities than the rest of the Borough, there is a limited amount of undeveloped land or other previously developed land available for development outside the designated Green Belt. In view of that, the Council undertook a local review of the Green Belt in Wyre to ascertain whether there were any parts of the Green Belt that could be released without affecting the integrity, function and permanency of the Green Belt. The Study recommends that the removal from the Green Belt of the Cardinal Allen School playfields at Fleetwood, land south of Blackpool Road at Poulton-le-Fylde and land north-east of Poulton Road, Poulton-le Fylde will not affect the function, integrity and permanency of the Green Belt in Wyre. Exceptional circumstances also exist to justify the release from the Green Belt of a small area of previously developed land which benefits from outline planning permission for residential development at Norcross Lane.

4.1.10 Across the Borough, highway capacity and flood risk are key constraints. In order to assist in considering the three options and developing the Local Plan Strategy the Council has worked with Lancashire County Council, (LCC) and Highways England in assessing highway capacity and has also prepared a Strategic Flood Risk Assessment Level 2.

4.1.11 Highway capacity is the main constraint which is limiting the scale and distribution of development across the Borough. The resultant strategy in the Local Plan is not any one of the options set out in the 2015 Issues and Options Report although it can be described as 'managed dispersal'. The Council has not based the strategy solely on the highways evidence albeit that was a major consideration. It has taken account of other evidence such as flood risk as well as the sustainability of different places. With regards to the latter the Local Plan includes specific requirements as part of allocations for the provision of infrastructure to support the scale of proposed development in different settlements. It is the only strategy possible within the constraints and results in a shortfall in meeting the OAHN; the Local Plan can deliver 9,200 dwellings or annually 460 dwellings within the local plan period 2011- 2031. The Local Plan therefore delivers within the Local Plan period, 96% of the OAN requirement.

4.1.12 The Local Plan however delivers in full the OAEN.

4.1.13 The highways evidence prepared by LCC, indicates a maximum level of housing development each settlement could accommodate taking into account deliverable improvements to the highway network. The Local Plan maximises the delivery of housing within the limits set by highway capacity with the exception of Fleetwood and Cleveleys because of lack of deliverable land and Pilling because of flood risk. Recognising the potential to maximise the use of sustainable transport modes in Garstang and Poulton-le-Fylde, these settlements can accommodate additional development above the limit set in the evidence prepared by LCC.

4.1.14 LCC in preparing the highways evidence have given consideration to other land uses such as employment/commercial. The evidence concluded that employment located within Wyre, whether an extension to an existing employment area/zone, new provision or rural employment, would be closer to its customers and should reduce highway impact from commuting.

4.1.15 The Local Plan establishes a settlement hierarchy which denotes the role of places within the Borough reflecting the concentration of services and facilities and their accessibility. The settlement hierarchy has influenced the selection of sites where possible such as on the A6 corridor (Severe Restriction Zone<sup>17</sup>) and Over Wyre where the highways evidence gives global figures relating to a number of settlements. The Local Plan has also sought to maximise the use of previously developed land where possible although across the Borough previously developed land is a limited resource and mainly found on the urban peninsula.

4.1.16 Green Belts remain an important part of national planning policy, and are essential in managing growth in the urban peninsula in the Borough. They are particularly important in retaining the distinct nature and character of the main urban areas. The Local Plan removes land from the Green Belt which as concluded in the Green Belt Study will not affect the function, integrity and permanency of the Green Belt. Part of the site south of Blackpool Road, Poulton-le-Fylde is allocated for housing. In addition a small area of previously developed land at Norcross is also removed from the Green Belt and forms part of a larger residential allocation.

4.1.17 The Local Plan introduces ‘Strategic Areas of Separation’ in order to ensure the separate and distinct identity of different settlements is maintained. This is an essential element of the Local Plan Strategy which directs large scale developments in different rural settlements across the Borough.

4.1.18 The table in Appendix E shows the proposed **total** residential development in each settlement and new employment allocations. The Local Plan seeks to deliver a minimum of 9,200 dwellings within the Local Plan period 2011 – 2031.

4.1.19 The employment evidence<sup>18</sup> shows three distinct local sub markets – urban peninsula, A6 corridor and rural areas. The Local Plan makes allocations in all sub-market areas to ensure their continued sustainability. There are two new rural allocation in Forton and Great Eccleston as part of the expansion of the two villages in order to facilitate the growth of local businesses and ensure the sustainability of these expanding communities.

4.1.20 In order to ensure sustainable growth which forms an integrated extension to settlements, the Local Plan requires that the development of large sites is delivered through a masterplan approach. Master planning is an important element in the delivery of the Local Plan Strategy to ensure delivery of necessary infrastructure and the creation of high quality development integrated with the existing towns or villages. As a matter of strategy, it is important to avoid separate housing developments within a larger allocation on the edge of settlement coming forward independently. A master plan approach in certain cases is therefore a policy requirement.

4.1.21 The shortfall in housing delivery against the OAHN remains an issue. The Council has engaged constructively with all adjoining local authorities under the duty to co-operate in an attempt to resolve the situation. Nonetheless despite the current shortfall it is preferable

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<sup>17</sup> As defined in the highway evidence prepared by Lancashire County Council

<sup>18</sup> 2012 Employment Land and Commercial leisure Study, 2015 Employment Land Update, 2015 Addendum I and 2017 Addendum II; 2015 Commercial Market Review.

to have an adopted local plan even if it does not deliver the full OAHN. Delaying further adoption of the Wyre Local Plan would delay delivery of the 96% of the OAHN in the most appropriate and sustainable way. With the review mechanism the Wyre Local Plan is a 'sound' plan despite the housing shortfall against the OAHN.

4.1.22 The Council is committed to an early review commencing almost immediately on adoption of the Local Plan as set out in Policy LPR1.

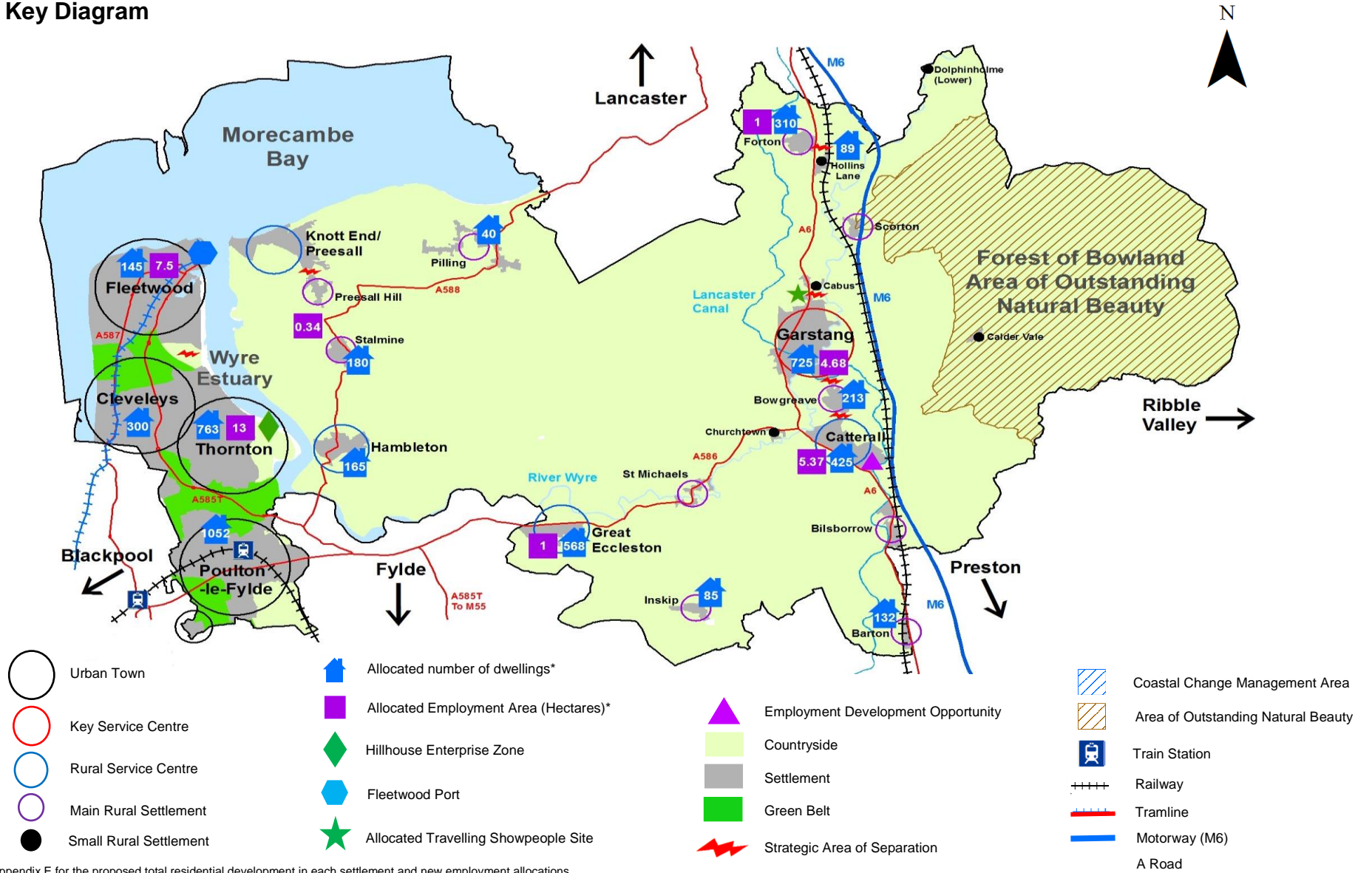
4.1.23 The Local Plan Strategy promotes sustainable development directing development to the most appropriate locations and making provision for necessary supporting infrastructure. The essential elements of the Local Plan Strategy are:

- a) Maximise the delivery of development to meet needs within identified constraints;
- b) Maintain the separate identity of individual settlements;
- c) Establish a settlement hierarchy and define limits of development for settlements;
- d) Protect the openness of Green Belt and Strategic Green Gaps;
- e) Protect Green Infrastructure including the wider countryside;
- f) The delivery of extensions to settlements of over 50 dwellings is based on a masterplan approach to ensure such extensions are planned comprehensively and form as a whole an integrated extension to the settlement.

4.1.24 The Local Plan must be read as a whole. All policies are important in delivering the Local Plan Strategy. All relevant policies will apply. It is therefore necessary to read the Plan as a whole in order to identify all relevant policies to a development proposal that requires planning permission.

4.1.25 The Key Diagram (Figure 4.1) brings together the main components of the Local Plan Strategy outlined above. It shows the spatial distribution of development proposed in the Local Plan, the Green Belt, Strategic Areas of Separation, the Forest of Bowland AONB and the main transport linkages. The Key Diagram is a diagrammatic representation and should be considered in conjunction with the adopted Policies Map.

Figure 4.1: Key Diagram



\*See Appendix E for the proposed total residential development in each settlement and new employment allocations.

**Cover Page**  
**[Strategic Policies]**

## 5 Strategic Policies (SP)

### 5.1 Introduction

5.1.1 As explained in the ‘Local Plan Strategy’ chapter, the planning strategy has been influenced by the various constraints in the Borough and the overarching aim to promote sustainable development. The eventual scale and distribution of development across the Borough has been dictated primarily by the capacity of infrastructure to support development taking into account deliverable improvements and to a lesser extent the availability of deliverable land. The Local Plan makes provision for 96% of the housing OAN and for the full employment OAN.

5.1.2 Strategic Policies set out the overall strategic framework for development in Wyre and ensure that development is sustainable and takes place within the Borough’s environmental limits. They express the strategic elements of the Local Plan Strategy.

5.1.3 The strategic framework set out in this part of the Local Plan recognises the importance of the Forest of Bowland AONB and includes a separate policy in relation to this designation.

5.1.4 It is often the case that in order for development to be acceptable there is a need for improvements to infrastructure. The Local Plan establishes the basis for development to make a financial contribution towards necessary provision. It is important to ensure that an appropriate balance is struck between securing necessary infrastructure investment from new development, and maintaining the financial viability of high quality development.

### 5.2 Development Strategy

5.2.1 Policy SP1 sets out what the Local Plan Strategy means overall in practice. It establishes a settlement hierarchy taking into account proposed growth and which will influence development management in the future. The policy gives a clear steer where the majority of development should be directed. As such it provides necessary protection in designated countryside areas outside settlement boundaries.

5.2.2 The many separate communities and settlements across the borough are a defining element in Wyre’s character. Although the Local Plan recognises the importance of meeting development needs it is important that Wyre’s identity inherit in the distinct and separate settlements is maintained. Thus Policy SP1 identifies ‘Strategic Areas of Separation’ between distinct settlements to ensure that the individuality and separate character of different settlements is maintained. The identified areas of separation are shown on the adopted Policies Map.

#### SP1 Development Strategy

1. The overall planning strategy for the Borough will be one of growth within environmental limits. The overarching aim will be to meet the housing needs of all sections of the community, raise economic performance, average wage levels and GVA generation, while minimising or eliminating net environmental impact. This will be achieved through new development and other activity by the Council and stakeholders in relation to the following factors that affect these outcomes:

- a) Land supply for business development;
- b) Quantity, quality and mix of housing;
- c) Environmental protection and enhancement;
- d) Provision of key infrastructure and services;
- e) Quality of place;

2. The spatial approach in this Local Plan is one of sustainable extensions to the towns and rural settlements in accordance with the settlement hierarchy below, with settlements higher up the hierarchy, where possible, taking more new development than settlements lower down the hierarchy.

New development is required to be of appropriate type and scale to the character of the settlement in the hierarchy unless specifically proposed by other policies in this Local Plan.

Hierarchy	Settlement (s)	% of housing growth <sup>19</sup>		Employment growth <sup>20</sup>	
		Number	%	Ha	%
Urban Town	Fleetwood, Poulton-le-Fylde, Cleveleys, Thornton, Normoss <sup>21</sup>	4,285	48.6	23.6	49.6
Key Service Centre	Garstang	1,036	11.8	4.8	10.1
Rural Service Centres	Knott End/Preesall, Great Eccleston, Hambleton, Catterall	1,626	18.5	11.1	23.3
Main Rural Settlements	Bilsborrow, Pilling, Barton, St Michaels, Bowgreave, Inskip, Stalmine, Forton, Preesall Hill, Scorton	1,309	14.9	1.9	4
Small Rural Settlements	Cabus, Churchtown/Kirkland, Hollins Lane, Calder Vale, Dolphinholme (Lower)	125	1.4	0	0
Other undefined Rural Settlements		421	4.8	6.2	13
Total		8,802	100	47.7	100

3. Within the period 2011 to 2031, the Local Plan will deliver a minimum 9,200 dwellings and 43 hectares of employment land.
4. New built development will take place within settlement boundaries defined on the adopted Policies Map, unless development elsewhere in designated countryside areas is specifically supported by another policy in the Local Plan. Development within settlement boundaries will be granted planning permission where it complies with the other policies of this Local Plan.
5. Outside settlements with defined boundaries the amount of new built development will be strictly limited. Individual opportunities which will help diversify the rural economy or support tourism will be supported where they are appropriate in scale and in accordance with other policies where relevant. If developed sites within the open countryside become available for redevelopment, the priority will be to minimise the amount of new development that takes place and the level of activity that a new use generates, while securing a satisfactory outcome.
6. Strategic areas of separation will be maintained between the following settlements as shown on the adopted Policies Map:
- a) Knott End/ Preesall and Preesall Hill;

<sup>19</sup> Figures are rounded up to one decimal point

<sup>20</sup> Figures are rounded up to one decimal point

<sup>21</sup> Normoss is part of the Blackpool urban area



- b) Forton and Hollins Lane;
- c) Garstang and Cabus;
- d) Garstang and Bowgreave;
- e) Bowgreave and Catterall;
- f) Fleetwood and Thornton.

7. Development that would erode the openness of designated 'strategic areas of separation' and the effectiveness of the gap in protecting the identity and distinctiveness of the two settlements will not be permitted.

## 5.3 Sustainable Development

5.3.1 Under planning legislation<sup>22</sup> the Local Plan must promote sustainable development. This is further reflected in national planning policy as set out in the National Planning Policy Framework (NPPF). Within the context of national policy, Policy SP2 sets how the sustainable development requirement will be applied at the local level in Wyre.

### SP2 Sustainable Development

1. All development should contribute positively to the overall physical, social, environmental and economic character of the area in which the development is located.
2. All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility.
3. Where there is any conflict between environmental, economic and social objectives, development proposals will be required in the first instance to seek to incorporate solutions where all objectives can be met.
4. In order to deliver sustainable communities the Local Plan includes policies and proposals which:
  - a) Facilitate economic growth including in the rural areas;
  - b) Maintain the vitality of all town, district and local centres;
  - c) Ensure housing provision to meet the needs of all sections of the community;
  - d) Facilitate the provision of strategic and local infrastructure and services;
  - e) Maximise the use of previously developed land;
  - f) Ensure accessible places and minimise the need to travel by car;
  - g) Maximise the use of existing infrastructure and services;
  - h) Reduce and manage flood risk;
  - i) Protect and enhance biodiversity, landscape, cultural heritage and green infrastructure assets;
  - j) Achieve safe and high quality designed local environments which promotes health and well-being.
5. Development proposals must not compromise the Borough's ability to improve the health and well-being of local residents.
6. Development proposals must demonstrate how they respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction

<sup>22</sup> Section 39 (2) of the Planning and Compulsory Purchase Act 2004.

and operational phases and the reuse and recycling in construction both in the selection of materials and management of residual waste.

## 5.4 Green Belt

5.4.1 In addition to stressing the importance of meeting needs, national planning policy also identifies areas such as Green Belts where new development should be restricted. Green Belts remain a fundamental element of national planning policy. The Green Belt in Wyre is part of the Fylde Coast Green Belt and found between the urban settlements on the peninsula. The Green Belt was established in 1983<sup>23</sup> the purpose of which was to check the spread of urban areas; to prevent the merging of neighbouring settlements and to protect the special character of a settlement; and to complement proposals in adjacent areas. In relation to Wyre the Structure Plan referred to the following areas – between Fleetwood and Cleveleys and Thornton; Poulton-le-Fylde and Blackpool; and Poulton-le-Fylde and Staining.

5.4.2 The overall extent of the Green Belt has been maintained with small changes in Poulton-le-Fylde and Fleetwood following a local Green Belt review. The Council undertook a local Green Belt review in order to ensure that sustainable opportunities were maximised. The 2016 Green Belt Study concluded that certain parcels of land have very limited function as part of the Green Belt and their removal would not have any impact on the integrity and function of the Green Belt. The land in Poulton-le-Fylde lies entirely within the settlement boundary for Poulton-le-Fylde. The land is not separating Poulton-le-Fylde from Blackpool. The land in Fleetwood is separating one part of Fleetwood from another rather than separating Fleetwood from Cleveleys or Thornton. As such these two areas of land are 'irregularities' in the Green Belt and should not have been so designated.

5.4.3 The land in Fleetwood currently comprises school playing fields and as such the Local Plan shows this land as green infrastructure. The land at Poulton-le-Fylde is allocated in part for residential development (site SA1/6 Land South of Blackpool Road) and the remainder will comprise undesignated land within the built up area of Poulton-le-Fylde, providing further opportunities for sustainable patterns of development beyond the Plan period and ensuring the permanence of the Green Belt in the long term. The land released from the Green Belt makes an important contribution to meeting the housing OAN in Wyre. As noted elsewhere, the Local Plan does not meet in full the housing OAN. If the land in Poulton-le-Fylde were not released from the Green Belt, the shortfall in meeting the housing OAN would increase as there is no alternative site that could deliver the amount allocated on site SA1/6.

5.4.4 It is considered that these are exceptional circumstances justifying the release of the two sites from the Green Belt. In addition exceptional circumstances exist for the release of a small parcel of previously developed land at Norcross which is included within a wider residential allocation. This parcel of land is part of an outline planning permission for a mixed use development, including housing, which contributes towards meeting the housing OAN.

5.4.5 Notwithstanding the small alterations to the Green Belt, the Local Plan maintains the overall extent of the Green Belt which in some places is very narrow and sensitive. The Green Belt in Wyre is specifically important in managing growth and preventing the coalescence of urban settlements. Policy SP3 sets out the policy on development in the Green Belt in line with national Green Belt policy.

<sup>23</sup> The Green Belt on the Fylde Peninsula was established by the Central and North Lancashire Structure Plan (1983)

5.4.6 The Green Belt in Wyre includes two important further education establishments - Rossall School and the Nautical College. It is vital that they continue to be viable educational establishments and be able to respond adequately to education requirements. These establishments could not expand or adapt in any other way other than development in the Green Belt. These needs will be a significant consideration in determining whether very special circumstances exist. Notwithstanding that, Policy SP3 requires that it is demonstrated that the proposed development is necessary.

5.4.7 Similarly in a relatively 'built out' urban area, the Green Belt may be the only location for the siting of necessary infrastructure. It is considered that very special circumstances may exist where infrastructure development is needed. The policy however still requires that it is demonstrated that a Green Belt location is necessary.

5.4.8 The Green Belt boundaries identified on the adopted Policies Map will only be altered through a future review of the Local Plan.

### SP3 Green Belt

1. The adopted Policies Map defines the Green Belt in Wyre. Within the Green Belt, planning permission will not be granted for inappropriate development as defined in national policy except in very special circumstances.
2. Any development permitted in the Green Belt should meet the requirements of the Core Development Management Policies and seek to minimise the impact on the openness of the Green Belt and any conflict with the purposes of including land within it.
3. The construction of new buildings is inappropriate development except for categories of development defined in national policy. Where limited affordable housing is defined as appropriate development it will need to comply with Policy HP4.
4. The need for development that is demonstrated as being necessary for the continued operation of an educational establishment will be a significant consideration in determining whether very special circumstances exist within the Green Belt.
5. The need for service infrastructure development<sup>24</sup> where it is demonstrated that a Green Belt location is necessary will be a significant consideration in determining whether very special circumstances exist within the Green Belt.

## 5.5 Countryside Areas

5.5.1 Outside the urban peninsula, the countryside interspersed with numerous settlements characterises most of Wyre. The open and rural character of the countryside is intrinsic to the identity of and 'sense of place' in Wyre. The intrinsic character and beauty of the countryside is recognised in national planning policy. Parts of the countryside on the urban peninsula are also designated as Green Infrastructure as they provide a valuable recreational resource/green lung as well as having landscape and biodiversity benefits.

5.5.2 Policy SP4 aims to protect the countryside and manage development in a way that supports rural communities and the rural economy whilst maintaining its essential attributes. Part of the designated countryside is identified as Coastal Change Management Area in line with the relevant Shoreline Management Plan and seeks to restrict further development which may be affected by future changes to the coastal edge.

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<sup>24</sup> Infrastructure development for the purposes of Policy SP3 covers water and sewage utilities, electricity, telecommunication, gas.

## SP4 Countryside Areas

1. The open and rural character of the countryside will be recognised for its intrinsic character and beauty. Development which adversely impacts on the open and rural character of the countryside will not be permitted unless it is demonstrated that the harm to the open and rural character is necessary to achieve substantial public benefits that outweigh the harm.
2. Within Countryside Areas as defined on the adopted Policies Map planning permission will only be granted for new development that meets the requirements of the Core Development Management Policies and it is for the purposes of:
  - a) Agriculture, forestry, mineral extraction or equine related activities, and the diversification of agricultural businesses in line with Policies EP8 (Rural Economy) and EP10 (Equestrian Development);
  - b) Outdoor sport and leisure facilities where a countryside location is needed and justified and is in accordance with other Local Plan policies;
  - c) Holiday accommodation in line with Policy EP9;
  - d) Renewable Energy in line with Policy EP12;
  - e) The provision of affordable housing in accordance with Policy HP4 (Rural Exceptions);
  - f) The reuse or refurbishment of listed buildings or institutional buildings and associated buildings set within their own grounds;
  - g) Agricultural, forestry or other rural based enterprise workers' dwellings in accordance with policy HP7 (Rural Workers Accommodation);
  - h) The expansion of business in rural areas in accordance with policy EP8 (Rural Economy).
3. Unless material considerations indicate otherwise planning permission will be granted for operational development that is demonstrated as necessary for the continued operation of an educational establishment within countryside areas subject to the requirements of the Core Development Management Policies.
4. The conversion of existing buildings will be permitted where it meets the requirements of the Core Development Management Policies and it is demonstrated that the following order of priority has been considered:
  - 1) Employment (use class B) uses appropriate to the rural area;
  - 2) Tourism destination uses or other non-retail commercial use or retail to serve local needs in accordance with Policy EP7 (Local Convenience Stores);
  - 3) Live/work units;
  - 4) Tourism accommodation subject to Policy EP9 (Holiday Accommodation);
  - 5) Residential provided the development results in an enhancement to the immediate setting.

and

  - a) Where the proposal involves a use other than in 1) above, applicants will be expected to demonstrate that they have made every reasonable effort to secure a use higher in the order of priority including appropriate marketing in accordance with policy SP6 (Viability); and
  - b) The buildings are of a permanent and substantial construction and are capable of conversion without major or complete reconstruction; and

- c) The buildings are large enough for the proposed use without the need for an extension which would be out of scale with the host building or incompatible with the character of the area; and
  - d) In the case of a building erected under the provisions of the General Permitted Development Order the Council must be satisfied that it was originally erected for genuine purposes.
5. The conversion of an existing building which does not comply with the sustainability requirements of Policy SP2 will only be permitted where it is demonstrated that it will secure the long term future of a building significant for its heritage value.
  6. In order to maintain control over the future development of the site, in appropriate cases the Council will remove permitted development rights, and/or restrict conversions to the particular use applied for in the case of commercial conversions.
  7. Within the designated Coastal Change Management Area as shown on the adopted Policies Map planning permission will only be granted for development in association with the purposes listed below and provided the development meets the requirements of the Core Development Management Policies:
    - a) Agriculture and fisheries;
    - b) Coastal flood defences;
    - c) Navigation;
    - d) Informal recreation;
    - e) Nature conservation;
    - f) Off-shore energy developments;
    - g) Small scale extensions to existing buildings.

## 5.6 Forest of Bowland Area of Outstanding Natural Beauty (AONB)<sup>25</sup>

5.6.1 The Forest of Bowland was designated as an AONB in February 1964. It covers an area of 803 square kilometres straddling six local authority boundaries. A designated AONB signifies the landscape therein is of national importance. The Rivers Wyre, Brock and Calder originate in the upland core of the Bowland Fells.

5.6.2 The Forest of Bowland AONB Management Plan (April 2014 - March 2019) provides a detailed policy framework and identifies a 5-year programme of actions to conserve and enhance the natural and cultural beauty of the Forest of Bowland landscape. Delivery of the AONB Management Plan is the responsibility of the Joint Advisory Committee (JAC) which is also responsible for liaison between the wide range of organisations and interests within the AONB. Wyre Council is a member of the JAC.

5.6.3 Policy SP5 is consistent with the AONB Management Plan and provides the basis for determining planning applications within the AONB. The principal purpose of Policy SP5 is to protect the character, appearance and setting of the AONB irrespective of whether the proposed development lies within or outside the AONB.

### SP5 Forest of Bowland AONB

The landscape and scenic beauty of the Forest of Bowland AONB will be protected from any development which would damage or adversely affect the character, appearance and setting of the AONB.

<sup>25</sup> An Area of Outstanding Natural Beauty (AONB) is a special landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them.

1. The most up-to-date Forest of Bowland AONB Management Plan<sup>26</sup> (or equivalent) and Forest of Bowland AONB Landscape Assessment will be material considerations in the determination of relevant planning applications.
2. Within the Forest of Bowland AONB development will be required to conserve, enhance and make a positive contribution to the natural beauty of the area and comply with Policy SP4 (Countryside Areas) and the Core Development Management Policies.
3. Planning permission for major developments will not be permitted except in exceptional circumstances and where it is demonstrated that the harm is outweighed by the benefits in the public interest. Where appropriate a planning application must be accompanied by an assessment of:
  - a) The need for the development, including in terms of any national considerations, and the impact of permitting it or refusing it, upon the local economy;
  - b) The cost of and scope for developing elsewhere outside the AONB or meeting the need in some other way; and
  - c) Any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated.

## 5.7 Viability

**5.7.1** The policies and allocations in the Local Plan have been subject to a viability assessment.

**5.7.2** However, there may be instances when the contribution to infrastructure and other policy requirements may make a development unviable. It is the responsibility of the developer to show that this is the case by carrying out a viability assessment for the specific site and proposal. Confidentiality of commercial information provided as part of the viability assessment will be maintained.

**5.7.3** Policy SP6 provides the basis for considering viability issues to ensure an appropriate balance between securing deliverable development and meeting various policy requirements. Although Policy SP6 aims to ensure that development is viable, there may be circumstances where a reduction in standards or infrastructure requirement may not be appropriate such as when severe impact on the transport network will be caused.

### SP6 Viability

1. The Council's overarching objective is to ensure that development is viable.
2. Where a developer seeks:
  - a) to negotiate a reduction in standards or infrastructure requirements that would normally apply to a development; or
  - b) a form of development that would not normally be acceptable on the particular site,
 the Council will consider whether a reduction in standards or infrastructure will be acceptable or whether the alternative use will result in an unacceptable reduction in the type, quality or quantity of housing or employment land supply.

<sup>26</sup> The Forest of Bowland AONB Management Plan can be accessed on the AONB website at <http://forestofbowland.com/Management-Plan>

3. Where the developer's request in 2a) or 2b) is on grounds of financial viability, the Council will require the developer to supply evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including the initial purchase of the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed.
4. Where evidence of marketing is required, it should demonstrate that:
  - a) The unencumbered freehold or equivalent long leasehold for the property has been marketed by an appropriate agent/surveyor at an appropriate price reflecting the current market or rental value of the current use and that no reasonable offers were refused;
  - b) The marketing was undertaken over an appropriate period of time which should not be less than 12 months;
  - c) The marketing has been targeted at an appropriate audience;
  - d) The availability of the land/premises was appropriately advertised including regular adverts in the local, regional and property press. Advertising by electronic means would be acceptable.

## **5.8 Infrastructure Provision and Developer Contributions**

**5.8.1** Infrastructure is the term given to the range of services, facilities and structures needed for places and society to function. New development can put a strain on existing infrastructure but can also secure new improved infrastructure and also support services and facilities which may be in danger of closure.

**5.8.2** Pressure on infrastructure caused by new development should be offset by infrastructure investment funded by that development. Additional and improved infrastructure may be provided on site by the developer. It is often the case however that in order for development to integrate into existing patterns of infrastructure a developer will make a financial contribution towards the upgrade of existing infrastructure or provision of new infrastructure by the infrastructure provider.

**5.8.3** Good infrastructure planning is essential to achieving a high quality of development. The Local Plan is supported by an Infrastructure Delivery Plan (IDP) prepared through joint working with public and private infrastructure providers. The IDP sets out the key infrastructure needed during the period of the Local Plan, how much this will cost and the expected source of funding.

**5.8.4** Policy SP7 establishes a framework for the provision of necessary infrastructure and for the provision of developer contributions through Section 106 obligation or through the Community Infrastructure Levy if one is introduced in Wyre. It applies to any proposed development including development allocated in this Local Plan. Individual allocation policies do not list all contributions to infrastructure.

## SP7 Infrastructure Provision and Developer Contributions

1. The Council will support infrastructure related development subject to other policies in the Local Plan.
2. The Council will work with infrastructure providers, neighbouring authorities and stakeholders to ensure that development is supported by appropriate utility, transport, social, community and environmental infrastructure delivered in a timely and sustainable manner.
3. Development should be located so as to make the best use of existing infrastructure. Where new or improved infrastructure is required to meet needs arising directly from a development or to mitigate any adverse impacts of a development on existing infrastructure the development will make a financial contribution through Community Infrastructure Levy (CIL) or planning obligation made under Section 106 of the Town and Country Planning Act 1990 or any other future 'developer contributions' regime towards the provision of infrastructure.
4. Development should have regard to the latest Infrastructure Delivery Plan (IDP). The areas potentially subject to contributions include but are not limited to:
  - a) Affordable housing;
  - b) Highway and transport infrastructure including sustainable transport measures;
  - c) Flood prevention and surface water drainage including future maintenance;
  - d) Green infrastructure, including future maintenance;
  - e) Education;
  - f) Health care provision.
5. Where appropriate, developments may be required to incorporate new infrastructure on-site.
6. Where a financial contribution is required the level of the financial contribution will take into account the total contribution liability incurred by the development arising from all policy and site specific requirements. The overall level of contribution required will allow developments to remain viable, wherever this is compatible with securing essential works that are fundamental to the acceptability of the proposal.
7. Where appropriate and in consultation with the relevant infrastructure provider, the Council will consider proposals by developers to provide the necessary infrastructure as part of their development proposals rather than making a financial contribution.

## 5.9 Health and Well-Being

5.9.1 'Healthier Wyre' is one of three themes in the Council's Business Plan 2015-2019 (2017 Update) and improving health and wellbeing is a corporate priority. The Local Plan can contribute towards addressing health and wellbeing issues. Policy SP8 establishes the strategic approach of how the Local Plan will contribute towards the Council's efforts to create a healthier Wyre. It is supported by a number of other detailed policies relating to green infrastructure, the provision of open space and environmental protection.



### **SP8 Health and Well-Being**

1. The Council will support development which promotes healthy communities and will promote the health and well-being of local communities. Development should help maximise opportunities to improve quality of life and to make it easier for people in Wyre to lead healthy, active lifestyles.
2. Where a proposal has the potential to impact on public health, the Council will require the developer to demonstrate how public health issues have been taken into account in formulating the development proposal and how any impacts are to be mitigated. The Council may require the developer to carry out a Health Impact Assessment which will identify the potential health effects on new and existing residents within the community and the potential for public services to meet existing and new demand.
3. Development with the potential to adversely impact on public health will only be permitted where it is demonstrated that it will not, in isolation or in conjunction with other planned, committed or completed development, contribute to an unacceptable impact on the health of the Borough's population. In assessing the likely health impact of new development, the Council will take into account evidence indicating the expected effect of the development on individuals' behaviour and choices.

**Cover Page**

**[Core Development Management Policies]**

## 6 Core Development Management Policies

### 6.1 Introduction

6.1.1 Core Development Management Policies cover issues regarding matters which potentially relate to any development requiring planning permission irrespective of scale and location. These matters are important considerations in determining planning applications. The Core Development Management Policies therefore apply to all proposals where relevant irrespective of whether they are cross referenced in other policies in this Local Plan. Cross references where they occur add an emphasis on the importance of the matters covered by Core Development Management Policies.

### 6.2 Environmental Protection

6.2.1 Development brings many benefits - it can provide new housing, new or better jobs, or improved services and facilities. However some development can cause pollution and pose a risk to the environment and to health and safety if not managed properly. Also land may be contaminated due to historic land uses and it is important that appropriate remediation takes place before development occurs.

6.2.2 Environmental law separate to planning, deals specifically with controlling matters such as pollution, contamination and nuisance. Policy CDMP1 does not duplicate these separate statutory provisions but aims to complement them where appropriate and to minimise the risk to health and the environment from new developments. Policy CDMP1 sets out the matters that will need to be considered to ensure a healthy and safe environment for both the existing community in the vicinity of the development and the future occupiers of the development.

6.2.3 Every borough is required to meet national air quality standards. Wyre Council monitors air quality across the Borough in relation to these standards and where these standards are consistently not met, an Air Quality Management Area (AQMA) has to be declared. Development must not compromise Wyre's ability to meet national air quality targets. Policy CDMP1 aims to manage air quality issues linked to development.

#### **CDMP1 Environmental Protection**

1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:
  - a) Will be compatible with adjacent existing uses or uses proposed in this plan and it would not lead to significant adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance, Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;
  - b) In the case of previously developed, other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination;
  - c) (i) Will not give rise to a deterioration of air quality in a defined Air Quality Management Area or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals.

(ii) Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.

2. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks.

## 6.3 Flood Risk and Surface Water Management

**6.3.1** Wyre is a coastal borough, predominately low-lying and crossed by the River Wyre and its tributaries – the Calder and Brock. Flooding can impact on the life and wellbeing of residents and has consequences for the local economy and the environment. Flood risk from all sources and its management is a main issue in Wyre. It is important that new development manages flood risk from all sources but most critically that surface water is managed sustainably through the use of sustainable drainage systems or schemes (SuDS). It is important to ensure that new development is not at risk of flooding and does not increase the risk elsewhere.

**6.3.2** Drainage of surface water can potentially put a strain on existing water and waste water infrastructure especially during heavy rain. Policy CDMP2 establishes a hierarchy of options for dealing with surface water. Surface water draining into the public sewer should be the last resort and only if all other options have been considered and where possible implemented either wholly or in part so that the volume of surface water in to the public sewer is minimised.

### CDMP2 Flood Risk and Surface Water Management<sup>27</sup>

#### Flooding

1. Development is required to have regard to the most up-to-date Wyre Strategic Flood Risk Assessment Level 2<sup>28</sup> including the SFRA Level 2 Flood Risk Sequential Test Paper and comply with the most up to date version of any relevant plans and strategies<sup>29</sup> including:
  - a) Surface Water Management Plan;
  - b) Local Drainage Strategies;
  - c) Land Drainage Strategy;
  - d) Catchment Flood Management Plans;
  - e) Shoreline Management Plan;
  - f) Coastal Defence Strategy;
  - g) Emergency Flood Plans.
2. Development will be required to demonstrate that:
  - a) It will not be at an unacceptable risk of flooding; and
  - b) It would not lead to an increased risk of flooding elsewhere; and

<sup>27</sup> Useful guidance on the requirements of the Lead Flood Authority is found on LCC's website at <http://www.lancashire.gov.uk/media/657248/LLFA-Standing-Pre-Application-Advice.pdf>

<sup>28</sup> The SFRA Level 2 is made up of a suite of documents and is available on Wyre's Website [http://www.wyre.gov.uk/info/200460/environment/1063/environment\\_evidence](http://www.wyre.gov.uk/info/200460/environment/1063/environment_evidence)

<sup>29</sup> Relevant plans and strategies can be accessed through the Council's web site at [www.wyre.gov.uk/floodinganddrainage](http://www.wyre.gov.uk/floodinganddrainage)

- c) It would not adversely affect the integrity of tidal and fluvial defences or access for essential maintenance and emergency purposes.
3. Where development is proposed in areas at risk of flooding, unless specifically proposed in this Local Plan, it must be demonstrated that the Sequential Test has been applied and there are no reasonable available alternative sites at lower risk, considering the nature of flooding and the vulnerability of the development.
4. Subject to passing the Sequential and, where required, the Exception Test as set out in national policy and guidance, development will only be permitted in flood risk areas where appropriate mitigation and/or adaption measures are proposed to reduce the likelihood and / or impact of flooding.

#### Surface Water Management

5. Major category development<sup>30</sup> will be expected to include proposals for, and implement Sustainable Drainage Systems (SuDS)<sup>31</sup> utilising lower lying land within the site, existing natural water features and other above ground measures for the management of surface water at source, unless demonstrated to be inappropriate.
6. Where possible all development will need to achieve greenfield runoff rates and will need to comply with the options below in accordance with the hierarchy order set below, for the management of surface water:
  - a) Rainwater harvesting for later use;
  - b) Continue and/or mimic the site's current natural discharge process;
  - c) Discharge into infiltration systems located in porous sub soils;
  - d) Reduce flows to a minimum by green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;
  - e) Attenuate by storing in tanks or sealed systems for gradual release to a watercourse;
  - f) Direct discharge to a watercourse;
  - g) Direct discharge to a surface water sewer;
  - h) Direct discharge to highway drainage systems subject to an agreement with the Local Highway Authority; and
  - i) Only as a last resort after all other options have been discounted, including evidence of an assessment, controlled discharge into the combined sewerage network where United Utilities have indicated acceptance. Development will be required to minimise the rate of discharge to the public sewerage system as much as possible. On previously developed land, a reduction of at least 30% will be sought, rising to a minimum of 50% in Critical Drainage Areas<sup>32</sup>. Developments will be expected to drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network.
7. Developments will need to consider and implement measures either wholly or in part, including in combination, higher up in the priority list and demonstrate why measures higher up in the priority list are not practical wholly or in part including in combination, before considering measures lower down the priority list.

<sup>30</sup> Major category development is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification).

<sup>31</sup> Lancashire County Council has prepared guidance on Sustainable Drainage Systems which can be obtained from LCC by contacting [suds@lancashire.gov.uk](mailto:suds@lancashire.gov.uk)

<sup>32</sup> Critical Drainage Areas are identified in the Strategic Flood Risk Assessment Level 2.

8. Development proposals will need to demonstrate an adequate surface water drainage system which is maintainable for the lifetime of the development. Within Critical Drainage Areas this will need to be covered as part of a Flood Risk Assessment (FRA). Developers will need to provide details of the long term maintenance of the surface water drainage system.

## 6.4 Design

6.4.1 The design of new development should respond positively to the character and form of its surroundings, creating places that reflect the best of local character and integrate with existing development. The Government acknowledges good design as a key aspect of sustainable development.

6.4.2 Wyre includes many distinctive areas. ‘Diversity’ is what describes the character of Wyre and it is important that this diverse character is maintained. Good design is essential across all types of development and the places they create in order to maintain what is ‘distinctive’ about Wyre.

6.4.3 Policy CDMP3 sets out how development should achieve good design. It aims to ensure that all development is of good design that respect the character of the area and contribute to the creation of attractive environments. As stipulated in Government Policy poor design which fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused.

### CDMP3 Design

All development will be required to be of a high standard of design and appropriate to the end use. Innovative design appropriate to the local context will be supported and will be expected to demonstrate an understanding of the wider context and make a positive contribution to the local area.

Development will, in particular, be assessed against the following criteria:

- a) All development must be designed to respect or enhance the character of the area and minimise energy consumption having regard to issues, including density, siting, layout, height, scale, massing, orientation, landscaping and use of materials. Where possible and appropriate recycled materials should be used.
- b) Development will be required to create or make a positive contribution to an attractive and coherent townscape both within the development itself and by reference to its integration with the wider built environment having regard to the pattern and design of internal roads and footpaths in respect of permeability and connectivity, car parking, open spaces, landscaping, and views into and out of the development.
- c) Development must not have an unacceptably adverse impact on the amenity of occupants and users of surrounding or nearby properties and must provide a good standard of amenity for the occupants and users of the development itself.
- d) Development must create safe and secure environments that minimise the opportunities for crime and promote community safety.
- e) Adequate provision must be made in all new developments to enable the effective and efficient management and removal of domestic or commercial waste.

- f) Development must, where appropriate, ensure that vehicular access is provided to the boundary with any adjacent land so that the ability to develop such land is not prejudiced or prevented.

## 6.5 Environmental Assets

6.5.1 The environment is a limited resource. Once an environmental asset has been damaged or destroyed, it is normally impossible to restore it to its original condition. Wyre will change during the lifetime of this Local Plan and development will have some effect on the environment. It is important to ensure that the right balance is struck between environmental concerns and development benefits.

6.5.2 Green infrastructure has multiple benefits and functions including economic, nature, recreation, health and well-being. Green infrastructure helps reduce air pollution, and reduce and manage flood risk. It includes public open spaces, school playing fields, church grounds, cemeteries, outdoor sport grounds and sites of local/national/international ecological and geological interest. Any mitigation or compensation measures required under Policy CDMP4 must be evidence based. The adopted Policies Map shows the key elements Green Infrastructure but it does not capture all sites including for example all open spaces on residential estates. Large areas of countryside in Over Wyre and within the Forest of Bowland AONB are also designated as Green Infrastructure because of their local/national/international ecological and geological interest.

6.5.3 'Landscape'<sup>33</sup> in Policy CDMP4 is relevant both within and outside settlement boundaries.

### CDMP4 Environmental Assets

1. Development proposals should, where possible:
  - a) Provide enhancements in relation to the environmental assets in this policy; and
  - b) Seek to minimise or eliminate net environmental impact.
2. Development will be required to be accompanied by proposals to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes. Where mitigation measures are not considered adequate, appropriate on or off site compensation measures will be sought to off-set the environmental impact of the development.
3. Development will be permitted where, following implementation of any required mitigation, there is no unacceptable impact on environmental assets or interests, including, but not limited to, green infrastructure, habitats, species, soils, water quality and resources and trees and hedgerows.

#### Green Infrastructure

4. Development proposals will be expected to protect and enhance the functionality and interconnectivity of Green Infrastructure as a whole.

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<sup>33</sup> The term 'landscape' refers to all the visible features of an area of land together as a scene; it is often considered in terms of their aesthetic appeal.

5. The adopted Policies Map identifies the key elements of Wyre's Green Infrastructure. This includes parts of designated countryside areas on the urban peninsula and Coastal Sands.
6. Where appropriate development must be designed to make a positive contribution to Wyre's Green Infrastructure through:
  - a) Inclusion of multi-functional landscaped public open space in the development;
  - b) Retention and enhancement of existing ecological and landscape features on the site;
  - c) Incorporation of features in the built fabric that support and enhance key local species;
  - d) Provision for active travel on foot or bicycle;
  - e) Physical and functional connections with neighbouring Green Infrastructure sites or countryside areas; and
  - f) The creation of new areas of trees and woodland.
7. Development involving the partial or complete loss of land identified as Green Infrastructure on the adopted Policies Map or any unidentified areas including playing fields will not be permitted unless it is demonstrated that:
  - a) A connected network of green spaces is maintained; and
  - b) The development can be accommodated without the loss of the function of the Green Infrastructure site; or
  - c) The site is surplus to requirements; and
  - d) The impact on the green infrastructure as a whole can be mitigated or compensated for through the direct provision of new or improved Green Infrastructure elsewhere of the same or improved functionality and accessibility, or through the provision of a financial contribution to enable this to occur; or
  - e) The need for or benefits arising from the development demonstrably outweigh the harm caused, and the harm has been mitigated or compensated for so far as is reasonable.
8. All development that includes an element of Green Infrastructure will be required to secure the appropriate maintenance of the space in the long term.

### Water Courses and Bodies

9. Wyre's rivers and water bodies, including the Lancaster Canal, are important components of Green Infrastructure. Development alongside water courses or bodies should wherever possible make active use of the water through the layout and orientation of development and the integration of the water and its environs into the development's public space. In addition it should enhance the waterside environment and boost the Green Infrastructure function of the water course or body. Development close to water courses or bodies should not sever recreational routes, prejudice recreational uses, reduce water quality, diminish the ecological value of the water body or environs, increase flood risk or interfere with culverts or drainage.

### Habitats, Species and Ecological Networks

10. The Borough's designated and undesignated ecological assets will be protected, enhanced and managed with the aim of establishing and preserving functional networks which facilitate the movement of species and populations and protect the Borough's biodiversity. Development should contribute to the restoration, enhancement and



connection of natural habitats through the provision of appropriate Green Infrastructure and to a net gain in biodiversity where possible.

11. Where development is considered necessary within or affecting an internationally or nationally designated site, adequate mitigation measures and/or compensatory habitat creation will be required through planning conditions and/or obligations. Where significant harm to designated sites resulting from development cannot be avoided, adequately mitigated or, as a last resort, replaced or compensated, the development will not be permitted. A project specific Habitat Regulation Assessment (HRA) may be required and should have regard to the mitigation measures in the Local Plan Habitats Regulations Assessment. Residential developments located within 3.5km of Morecambe Bay, a European protected nature conservation site will be required to prepare a Home Owners Pack for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance
12. Development affecting habitats or species of local importance, including Biological Heritage Sites, or habitats or species listed in the Lancashire Biodiversity Action Plan and Lancashire Key Species<sup>34</sup> will not be permitted unless the harm caused is significantly and demonstrably outweighed by other planning considerations and an appropriate mitigation can be secured or as a last resort, the loss is replaced or adequately compensated.
13. Development that would result in the further fragmentation of, or compromises the function of, Wyre's ecological network will not be permitted unless:
  - a) The harm caused is significantly and demonstrably outweighed by other planning considerations; and
  - b) An appropriate mitigation and compensation strategy can be secured.

#### Landscapes and Geological Sites

14. New development will be required to have regard to relevant National Character Areas<sup>35</sup> and take into consideration the site's landscape setting including local and long distance views, in and out of the site.
15. Development permitted by other policies of the Plan should have no unacceptable cumulative impact on landscape character within or outside settlement boundaries and the principal elements and features associated with it. Development proposals should be designed to avoid negative landscape effects and where this is not possible negative landscape effects should be effectively mitigated.
16. Development likely to damage or destroy a designated geological site will not be permitted unless the harm caused is significantly and demonstrably outweighed by other planning considerations and an appropriate mitigation strategy can be secured.

#### Agricultural Land

17. Development which is likely to lead to the permanent loss of the best and most versatile agricultural land (grades 1, 2 and 3a) will not be permitted unless supported by other

<sup>34</sup> The Lancashire Biodiversity Action Plan and Lancashire Key Species are available on the Lancashire Ecological Records Network website.

<sup>35</sup> National Character Areas are available on Natural England website at <http://publications.naturalengland.org.uk/category/587130>

policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.

#### Water resources

18. Development which would have an unacceptable effect on the quality or yield of groundwater or surface water resources will not be permitted. Development within a Source Protection Zone will be required to demonstrate no adverse impact to ground water quality including through leakage. Where relevant, mitigation will be required.
19. Development will be required to protect the water quality of existing water resources, such as watercourses, coastal waters and groundwater.
20. Developments using private water supplies will only be permitted if it is demonstrated that the water supply meets current quality standards.

#### Trees and Hedgerows

21. Development will be expected to incorporate existing trees and hedgerows into the design and layout of the scheme where possible unless their loss is essential to allow the development to go ahead and is supported by evidence in a tree or hedgerow survey.
22. Where tree and hedgerow loss is unavoidable, an equivalent amount of new trees and hedgerows of suitable species should be proposed unless a clear justification is provided for not doing so. Where appropriate, opportunities to increase tree and hedgerow cover should be explored.
23. Development and planting schemes must be designed so as to avoid:
  - a) Damage to existing trees which are to be retained; or
  - b) The potential for future conflict between buildings and trees.
24. Where development is proposed which would result in the loss of ancient woodland, protected tree(s)<sup>36</sup> or veteran tree(s), planning permission will only be granted where:
  - a) The removal of one or more trees would be in the interests of good arboriculture practice; or
  - b) It is demonstrated that the benefits of the proposed development outweighs the amenity and/or nature conservation value of the tree(s).

## **6.6 Historic Environment**

**6.6.1** Wyre has a diverse heritage stemming from the historic development of the many towns and villages. Places in Wyre have a history extending back centuries to the 'Doomsday Book'. Wyre has many buildings listed for their national historic and architectural significance and a number of designated conservation areas, historic parks and ancient monuments which contribute to local distinctiveness and identity. Places grow and change over time and the 'old' parts become an integral part of the character of today. Policy CDMP5 aims to protect the historic environment and ensure that new development is

<sup>36</sup> Protected trees include, trees covered by a Tree Preservation Order, trees in a Conservation Area and trees in protected hedgerows under the Countryside Hedgerow Regulations 1997.

respectful to and does not impact on historic assets. Wyre's designated and undesignated heritage assets are a finite resource which once lost cannot be replaced.

### CDMP5 Historic Environment

1. The Council's overall objective in relation to the historic environment is for designated and non-designated heritage assets to be protected, conserved and where appropriate enhanced for their aesthetic and cultural value and their contribution to local distinctiveness and sense of place.
2. New development will be required to protect, conserve and, where appropriate, enhance the historic environment, through high standards of design. Proposals for new development should identify and take advantage of opportunities to integrate with and promote the Borough's heritage assets.
3. Development with the potential to affect the significance of any designated or non-designated heritage asset, either directly or indirectly including its setting, will be required to sustain or enhance the significance of the asset where appropriate.
4. Proposals which will cause substantial harm to, or total loss of significance of, a designated heritage asset will not be permitted unless it is demonstrated that:
  - a) The substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss; or
  - b) The nature of the asset prevents all reasonable uses of the site; and
  - c) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing in accordance with policy SP6 (Viability) that will enable its conservation; and
  - d) Conservation by grant funding or some form of charitable or public ownership is demonstrably not possible; and
  - e) The harm or loss is outweighed by the benefit of bringing the site back into use.
5. Proposals which will cause less than substantial harm to the significance of a designated heritage asset or harm to an undesignated heritage asset that is considered by the Council to have local significance will not be granted unless:
  - a) In the case of a designated heritage asset, the public benefits of the proposed development or works where appropriate, clearly outweigh the loss of significance;
  - b) In the case of a non-designated heritage asset, the benefits of the proposed development or works where appropriate, clearly outweigh the loss of significance having regard to the scale of harm or loss.
6. In making its assessment in relation to parts 4 and 5 of this Policy, the Council will require as appropriate evidence to be provided setting out:
  - a) The significance of the heritage asset, in isolation and as part of a group as appropriate, its contribution to the character or appearance of the area, and the degree of harm that would result;
  - b) The public benefit arising from the proposals for the site;
  - c) The condition of the asset and the cost of any repairs and enhancement works that need to be undertaken;
  - d) The adequacy of efforts made to sustain existing uses or find viable new uses; and
  - e) Appropriate marketing in accordance with Policy SP6 (Viability).

7. Where proposals include the loss of important heritage buildings or features, applicants will be required to demonstrate that retaining, reusing or converting these buildings, or maintaining features, has been considered and found to be unviable.
8. Where some impact on significance is considered acceptable, the Council will require a programme of recording the asset to be implemented prior to any work being carried out.
9. Where an unlisted building makes little or no contribution to the character of a conservation area and has little or no significance in its own right, proposals for its demolition will be granted permission where alternative proposals for the site make a positive contribution to the preservation or enhancement of the character of the conservation area.
10. Consent will not be granted for the demolition of a designated heritage asset until and where appropriate an acceptable redevelopment scheme has been approved and there is evidence demonstrating reasonable certainty that the scheme will be implemented.

#### Archaeology and Scheduled Monuments

11. Where development affecting sites of known archaeological interest is acceptable in principle, preservation in-situ is the preferred solution. Where preservation in-situ is not justified or possible, the developer will be required to make appropriate and satisfactory provision for the excavation and recording of the remains and to agree a timetable for the publication of findings before development commences.
12. Development affecting nationally important archaeological remains and their settings, whether or not they are scheduled, will only be permitted where the archaeological value and interest of the remains and their settings is preserved.
13. Development affecting locally important archaeological remains and their settings will only be permitted where it is demonstrated that the public benefit of the development outweighs the local value of the remains. The developer will be required to provide a programme of investigation and recording of the remains and a timetable for the publication of findings agreed.

## **6.7 Accessibility and Transport**

**6.7.1** Society and businesses rely on an effective and efficient transport system for the movement of people and goods from one place to another. The capacity of the strategic and local road network in Wyre is limited. The effects of development on accessibility and transport needs to be managed. It is important that development is capable of being accessed and serviced safely without compromising safety elsewhere on the network.

**6.7.2** Although the rural nature of Wyre means that there is a high reliance on the car, maximising opportunities for safe pedestrian and cycle movements and access to public transport is important. In some circumstances managing the transport implications of a new development will require a specific impact to be mitigated, or work to be undertaken to improve its accessibility at the cost of the developer.

## CDMP6 Accessibility and Transport

1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:
  - a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;
  - b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;
  - c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;
  - d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;
  - e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;
  - f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;
  - g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;
  - h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and
  - i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.
2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.
3. Where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to such works to the transport network, including sustainable travel measures as are necessary to mitigate these impacts.
4. Where the above requirements can only be satisfied through the undertaking of off-site works the cost of these shall be borne by the developer.
5. Development which would attract large numbers of people on a regular basis or generate significant amounts of movement will be required to be supported by a Travel Plan setting out the measures that the developer, either alone or in conjunction with neighbouring uses, shall adopt to reduce reliance on the use of the private car for journeys to and from the site.

Public Rights of Way

6. Proposals will not be permitted which:

- a) Adversely affect an existing Public Right of Way and the public's enjoyment of it unless a satisfactory alternative is provided in terms of an equally attractive, safe and convenient route; or
- b) Detract from the character of an existing right of way; or
- c) Do not accord with the need to improve and provide access to the countryside for the disabled.

7. Proposals for new and improved walking routes, bridleways and cycling routes across the Borough will be supported.

**Cover Page**

**[Housing]**

## 7 Housing

### 7.1 Introduction

**7.1.1** Wyre is part of the Fylde Coast Housing Market Area (HMA), together with Blackpool and Fylde. The three local authorities have prepared joint evidence with regards to housing needs within the HMA to inform their respective local plans.

**7.1.2** The evidence identifies a housing objectively assessed need (OAN) of 9,580 dwellings over the period 2011 to 2031. The Local Plan cannot meet in full the OAN because of constraints primarily associated with highway capacity, flood risk and lack of deliverable development land within Fleetwood and Cleveleys. The Local Plan has identified development sites to positively meet 96% of Wyre's housing needs to 2031 and deliver 9,215 dwellings within the local plan period.

**7.1.3** The availability of quality housing of varying types and sizes is essential in catering for the needs of all sectors of the community and also for securing a sustainable local economy. The housing market in Wyre is dominated by large properties. The evidence shows that there is a need for smaller properties. Increasing the provision of smaller properties would contribute toward balancing the housing offer which would assist towards young people and families being able to remain in the borough. The ageing of the population in Wyre and the continuing decrease in working age people in Wyre could adversely affect the economy. In view of Wyre's ageing population, there is also a need to make provision for properties suitable for older people.

**7.1.4** The Local Plan seeks to ensure a mix of housing that is commensurate with identified needs in the latest housing evidence. It also seeks to ensure delivery of housing which is appropriate or can be made appropriate for older people or people with restricted mobility. The evidence shows an ageing population and thus it is appropriate to ensure that a proportion of new housing is suitable or capable of being made suitable for older persons to enable independent living for longer. Independent living is also important for people with restricted mobility which in turn is important for a cohesive and integrated society. The Local Plan also seeks to ensure delivery of affordable housing.

**7.1.5** Wyre is a diverse Borough broadly distinguished into the urban peninsula and the rural areas with a number of settlements further east. The total housing requirement is Borough-wide (key demographic information is only available at the local authority level). The Local Plan Strategy aims to meet housing needs where this is possible in view of constraints, which means some rural settlements will grow disproportionately to their current size. The Local Plan however makes provision for additional services and facilities to support growth in rural settlements and requires that growth is delivered through a masterplan.

### 7.2 Housing Land Supply

**7.2.1** The Local Plan has maximised the opportunities for new land releases for housing within identified infrastructure and physical constraints. The Local Plan maximises opportunities within existing built up areas but also proposes extensions to a number of settlements. A local Green Belt review was undertaken to inform the local plan and a proportion of land released from the Green Belt has been allocated for housing.

**7.2.2** The Local Plan housing land supply is made up from completions since the start of plan period i.e. between 1 April 2011 and 31 March 2018, non-allocated sites with planning permission as at 31 March 2018, allocated sites under policies SA1, SA3 and SA4 and a windfall allowance to take effect from 2021/22. The table below shows the housing land position as at 31 March 2018 –



		Number of Dwellings
a.	Completions 31 March 2011 – 1 April 2018	2,041
b.	Large sites with planning permission at 1 April 2018	1,056
c.	Small sites with planning permission (discounted by 10%)	426
d.	Allocated sites (Policies SA1 & SA3) with planning permission	2,903
e.	Allocated sites (Policies SA1, SA3 & SA4) without planning permission	2,289
f.	Windfall allowance 2021/22 – 2031 (50x10yrs)	500
	<b>TOTAL</b>	<b>9,215*</b>

\*As shown in the March 2018 housing trajectory, from a total allocation of 5,232 dwellings only 5,192 are expected to be delivered within the Local Plan period to 2031.

**7.2.3** The Local Plan makes an allowance for windfall sites of less than 25 dwellings. Evidence of completions on non-allocated sites shows that an allowance of 50 dwellings per annum is justified. The windfall allowance will take effect from 31 March 2021 so as to avoid double counting with reference to sites with planning permission as at 31 March 2018.

**7.2.4** The Local Plan housing requirement of 460 dwellings per annum will form the basis for calculating Wyre's 5 year housing land position until the plan is reviewed. The maintenance of a 5 year supply is a requirement of government policy, and where this cannot be demonstrated policies for the supply of housing are considered 'out-of-date' under current policy.

**7.2.5** In calculating the 5-year land supply position at the time of adoption, the Council considers that the most appropriate way to deal with any shortfall since 1 April 2011 is for the shortfall to be met over the remainder of the Local Plan period i.e. the 'Liverpool' method. This will ensure that there is a robust housing land supply and minimise the risk for the Local Plan housing strategy becoming out of date shortly after adoption. The shortfall between 2011 and 2018 is substantial and equivalent to over 2 years requirement. Meeting the shortfall over the Plan period results in a level of delivery that is realistic and yet aspirational representing a significant boost to the delivery of housing in the Borough. The five year requirement will be above what has ever been achieved in Wyre.

**7.2.6** Policy HP1 and the review mechanism seeks to ensure that Wyre will continue to maintain a five year land supply over the local plan period. The figure in Policy HP1 is expressed as a minimum and there is no planning barrier to the early delivery of sites if circumstances and market conditions allow. In order to maximise flexibility in the local plan housing land supply, the Local Plan does not propose to apply a restrictive phasing policy to the release of any allocated housing site. Applying the substantial shortfall of 1,207 dwellings to the next five years requirement through the Sedgfield approach would not be realistic as it would set a 5 year requirement that is unlikely to be delivered and would risk the Local Plan becoming out of date soon after adoption.

**7.2.7** The NPPF requires that when calculating a 5-year land supply a buffer is applied (moved forward from later in the Plan period) to ensure choice and competition in the market for land. The level of the appropriate buffer is determined on account of whether there has been persistent under-delivery. The housing target has not been met in any year since 2011, therefore a buffer of 20% is considered appropriate. This position may change through annual monitoring. There is flexibility in the Local Plan housing land supply to provide the

intended choice and competition in the market for land. As noted above there are no barriers in the Local Plan to bringing forward any allocated land.

**7.2.8** The Council has prepared a Housing Implementation Strategy (HIS) incorporating the 31 March 2018 monitoring information and including the Local Plan housing trajectory. The HIS will be updated annually at the end of the financial year. As covered in Chapter 10, the Council is committed to an early review to commence in 2019.

### HP1 Housing Land Supply

Between 2011 and 2031, provision will be made for a minimum of 9,200 net additional dwellings which equates to at least 460 dwellings per annum of which 5,192 will be on allocated sites in policies SA1, SA3 and SA4.

## 7.3 Housing Mix

**7.3.1** It is important that the housing market provides a choice in terms of type and sizes of properties so as to ensure sustainable mixed communities and do meet the current and future demographic needs. In Wyre it is important to make provision for smaller properties in order to widen the choice for young people and families and contribute towards reversing the continued decline of working age population. It is however also important that provision is made for older people in view of the ageing of the population. The Local Plan therefore through Policy HP2 aims to establish a more balanced housing offer to meet the needs of young and older persons.

**7.3.2** Policy HP2 ‘Housing Mix’ requires residential developments to provide a mix of housing types and sizes on new developments in line with the latest evidence. Policy HP2 also includes a specific requirement for housing (Use Class C3) to meet the needs of older people in view of the ageing population and people with restricted mobility as recommended by the Equality Impact Assessment. The Policy does not seek to impose any specific Building Regulation ‘optional standards’ but instead provides a flexible framework for the provision of appropriate housing to cater for the needs of ageing population and people with restricted mobility. The specific policy requirements have been informed by the Local Plan Viability assessment, to ensure that they are deliverable and apply to both affordable and market housing.

### HP2 Housing Mix

1. New housing development will be required to widen the choice of housing types available in Wyre.
2. Proposed developments should provide an appropriate mix in terms of size, type, tenure of housing, to meet identified housing need and local market demand that accords with the most up-to-date Strategic Housing Market Assessment and Rural Affordable Housing Needs Survey.
3. In order to help meet the needs of an ageing population and people with restricted mobility, at least 20% of dwellings within developments of 20 dwellings and above should be of a design suitable or adaptable for older people and people with restricted mobility. Where housing for older people and people with restricted mobility is provided as part of a

larger scheme, this should, where appropriate, be located within the scheme in the most accessible location for services and facilities.

## 7.4 Affordable Housing

**7.4.1** The Government is committed to boosting housing supply and delivering a wide choice of homes to meet both market and affordable needs. Whilst the largest contribution to the housing land supply will be made by market housing, it will also be important to meet the needs of people requiring affordable housing.

**7.4.2** Housing evidence has consistently shown a significant need for affordable housing in the Borough. The 2017 SHMA Addendum III shows an annual need of 134 units in the first five years up to 2022 rising to 189 thereafter. It is important to continue to provide high quality affordable housing contributing towards affordable housing needs. Policy HP3 requires developments of 10 or more dwellings to provide affordable housing. The specific policy requirements have been informed by the Local Plan Viability Study, to ensure that they are deliverable.

### HP3 Affordable Housing

- Affordable housing should be provided on-site. Exceptionally where it has been demonstrated that on-site provision is not appropriate, a financial contribution of broadly equivalent value will be required to be paid to the Council to support the delivery of affordable housing elsewhere in the Borough.
- New residential development of 10 dwellings (net) or more will be required to contribute towards meeting the identified need for affordable housing in accordance with the table below<sup>37</sup>.

Settlement	% Affordable Housing	
	Brownfield	Greenfield
Fleetwood	0	0
Thornton, Cleveleys, Knott End/Preesall, Preesall Hill, Stalmine, Pilling	10	30
Poulton-le-Fylde, Hambleton, Garstang, Forton, Hollins Lane, Scorton, Cabus, Bowgreave, Catterall, Bilsborrow, Barton, Inskip, Churchtown/Kirkland, St Michaels, Great Eccleston, Calder Vale, Dolphinholme (Lower).	30	30

- The financial contribution will be based on the open market value of housing units in the borough. The sum will be applied to the specific number of affordable housing units required calculated to one decimal place, without any rounding up or down of values e.g. 20% of 7 units = 1.4 units.
- The size, type, mix and tenure of affordable dwellings provided shall be negotiated on a case by case basis having regard to the most up-to-date Strategic Housing Market Assessment and Rural Affordable Housing Needs Survey.

<sup>37</sup> Qualifying proposals outside settlement boundaries are required to refer to the nearest defined settlement for the purposes of Policy HP3.

6. Affordable housing should be designed as an integral part of developments and be 'tenure blind' in relation to other properties within the site.
7. Affordable housing will be subject to legal agreements or planning conditions to ensure that they remain affordable dwellings in perpetuity.
8. The incremental development of a large site through proposals for less than 10 dwellings will not be permitted.

## 7.5 Rural Exceptions

7.5.1 The Local Plan focuses development within the boundaries of defined settlements. However where a local need for affordable housing development exists for which land is not available within the settlement boundaries, either because suitable land does not exist, or because it is not available for sale, it may be appropriate to permit development outside the settlement boundary, to meet that need.

7.5.2 The policy will apply where in a particular locality (see footnote 49), the identified need in the most up-to-date Affordable Housing Needs Survey cannot be met on an allocation in the locality and the operation of policy HP3. Policy HP4 sets out the criteria for assessing proposals made on this basis.

### HP4 Rural Exceptions

1. Outside defined settlement boundaries, planning permission for residential development not specifically allowed for by other policies that addresses the identified need for affordable housing within rural areas will only be granted where it meets the requirements of the Core Development Management Policies and it is demonstrated that:
  - a) A need exists for affordable housing in the locality<sup>38</sup>;
  - b) Suitable land is not available to accommodate the development within the defined boundary of the settlement nearest to the proposed development and any other nearby settlements as may be appropriate;
  - c) 100% of the units on the development will be affordable housing, and will be made available to those in need of affordable housing in the locality;
  - d) The occupancy of the dwellings can be restricted to individuals accepted as requiring affordable housing in the locality; and
  - e) The dwellings provided can be made available as affordable housing in perpetuity.
2. Where a new dwelling or dwellings are acceptable in principle under this policy, they shall in the first instance be located on land immediately adjoining the existing boundary of a village or adjoining another group of dwellings. Isolated new build dwellings in the countryside will not be acceptable under this policy.

## 7.6 Residential Curtilages

7.6.1 Homeowners often want to extend the residential curtilage of their properties in order to provide additional private garden space. Extension to residential curtilages in designated countryside areas can be detrimental to the character of the countryside because of associated domestic features and the 'formal' appearance of private gardens. The purpose

<sup>38</sup> Locality is defined as the basic area used for the analysis in the most up to date Rural Affordable Housing Needs Survey. The 2016 Rural Affordable Housing Needs Survey 2015 -2020 uses 'ward' as the basis for the analysis of the survey results and will apply as the definition of 'locality' until and if replaced in a future rural affordable housing needs study.

of Policy HP5 seeks to protect the character and visual amenities of the countryside and sets out the criteria for the consideration of such applications.

### **HP5 Residential Curtilages**

1. Outside settlement boundaries as defined on the adopted Policies Map, an extension to a residential curtilage will only be permitted where it meets the requirements of the Core Development Management Policies and it will not lead to any detriment to the appearance or to the character of the surrounding landscape.
2. In appropriate cases the Council will remove permitted development rights in order to protect the character and appearance of the landscape.

## **7.7 Replacement Dwellings in the Countryside**

**7.7.1** The replacement of an existing dwelling with another can be acceptable in the countryside because no new units are added. Where such development is proposed, the key issue is to ensure that the development does not have a materially greater impact on the countryside.

### **HP6 Replacement Dwellings in the Countryside**

1. Outside the defined settlement boundaries the replacement of an existing dwelling will be permitted where it meets the requirements of the Core Development Management Policies and provided the size of the proposed dwelling does not result in an increase in the scale including massing compared to the existing building to an extent that would unacceptably impact on the character and openness of the rural area.
2. In order to maintain control over the future development of the site, the Council will remove permitted development rights in appropriate cases.

## **7.8 Rural Workers Accommodation in the Countryside**

**7.8.1** There are circumstances in which there is a need for rural workers, particularly those engaged in agriculture or forestry, to live at or near their place of work. In assessing whether this is the case, it will be necessary to show that there is a functional need for the worker's dwelling to be in the specific location proposed; and that the enterprise concerned is viable and so likely to remain in operation. Policy HP7 sets out the criteria for considering applications for rural workers' accommodation.

### **HP7 Rural Workers Accommodation in the Countryside**

1. Outside settlement boundaries planning permission will only be granted for a new rural worker's dwelling where it is within or close to the land holding of the source of employment and where it is demonstrated that the proposal satisfies all the following criteria:
  - a) The worker is full time or primarily employed in agriculture, forestry or another use demonstrably requiring them to be present on site at all times or at short notice, and a condition can be imposed restricting occupancy to a worker in this position; and

- b) There is a clear operational need for an additional dwelling for the worker to live close to the enterprise; and
  - c) The enterprise is established and economically viable; and
  - d) This operational need could not be fulfilled by another dwelling within the land holding of the source of employment or any other existing accommodation in the area which is suitable and available; and
  - e) The accommodation can be related to an existing group of buildings connected to the enterprise. The Council will not consider applications for isolated dwellings unless it can be shown that this is the only practical solution, or where other exceptional circumstances apply.
2. A new build dwelling will only be permitted if it is demonstrated that there is no suitable existing building for conversion in line with the second part (a – d) in section 4 of Policy SP4.
  3. A new rural workers dwelling will not be permitted where there is evidence of dwellings or other buildings which were suitable for conversion to a dwelling, connected to the rural enterprise that have been recently sold off separately from the enterprise concerned.
  4. Where residential accommodation is demonstrated to be essential to meet an operational need to support a new enterprise, permission will be granted for a temporary period of no more than five years whilst the economic viability of the new enterprise is being established.
  5. The temporary accommodation must be removed at the end of the period. Successive extensions to a temporary permission will not be granted unless exceptional circumstances are demonstrated.
  6. Any new dwellings will only be granted planning permission under this policy where they are proportionate in size to the nature and commercial profitability of the undertaking to which they are attached.
  7. Where existing dwellings are subject to conditions restricting occupancy, applications to remove such conditions will not be permitted unless it can be demonstrated that:
    - a) The essential need which originally required the dwelling to be permitted no longer applies in relation to the land holding of the original source of employment and that the dwelling will not be required similarly in the longer term; and
    - b) Reasonable attempts have been made to dispose of the dwelling for occupation in compliance with the original condition.

## **7.9 Accommodation for Gypsy, Travellers and Travelling Showpeople**

**7.9.1** The accommodation needs of the Gypsy and Traveller and Travelling Showpeople are part of the overall accommodation requirements in Wyre. The evidence does not show a need for the Local Plan to make provision for new accommodation sites for Gypsy and Travellers but show a need for 20 plots to meet the needs of Travelling Showpeople during the Local Plan period. The Local Plan allocates land at Conway, West of A6, Garstang for 20 Travelling Showperson plots – Policy SA6.

**7.9.2** Policy HP8 sets out the criteria for considering proposals for Gypsy, Traveller and Travelling Showpeople accommodation and apply in relation to the allocated site and any windfall application.

## HP8 Accommodation for Gypsy, Travellers and Travelling Showpeople

1. Provision will be made for the development of 20 additional plots for Travelling Showpeople by 2031.
2. Proposals for new sites for Gypsy and Traveller and Travelling Showpeople accommodation should meet the requirements of the Core Development Management Policies and meet the following criteria:
  - a) The development is well planned and landscaped to minimise impact on the surrounding area; and
  - b) The development provides a satisfactory level of amenity for the occupiers, by reference to a range of factors including, but not limited to, the space available for each family; and
  - c) The development will not give rise to an unacceptable impact on amenity for users in the vicinity of the development, or, in the case of nearby commercial users, result in the imposition of new constraints on the way in which such users can operate their business; and
  - d) If the proposal involves the development of land identified in this Local Plan for another purpose, the loss of such land is outweighed by the benefit of meeting an identified need for additional gypsy and traveller or travelling showpeople accommodation, and represents the appropriate planning balance in the circumstances.

## 7.10 Green Infrastructure in New Residential Developments

**7.10.1** It is generally acknowledged that open space makes an important contribution to the health and wellbeing of communities. Policy HP9 aims to secure appropriate and meaningful new Green Infrastructure as part of new housing development. Policy HP9 therefore allows for the 'Total Green Infrastructure Requirement' to be used to decide on a particular case what type(s) of green infrastructure should be provided taking into account the latest green infrastructure evidence and proximity of Green Infrastructure to the site. The Policy also recognises that not all typologies will apply to all developments. For example the requirement for 'Children and young people play area' will not apply in the case of sheltered housing for older people.

**7.10.2** On-site provision of Green Infrastructure is the Council's preferred approach. In cases where this would not be feasible or practical, the Council will accept a financial contribution towards improving the quality and accessibility of nearby Green Infrastructure. In some cases the specific circumstances may support a mixed approach of on-site provision and off-site provision/financial contribution.

## HP9 Green Infrastructure in New Residential Developments

1. Residential development resulting in a net gain of 11 dwellings or more will be required to make appropriate provision of sufficient high quality Green Infrastructure for its residents in accordance with the typologies and standards where relevant as set out below:

Typology Provision	Quantity Standard per 1000 population (ha)	Accessibility Standard (metres)	
		Urban	Rural
Parks, gardens	0.40	720	1200

Amenity greenspace	0.40	720	720
Natural and semi natural greenspace	1.50	2000	2000
Children and young people play area	0.18	480	720
Allotments	0.25	960	960
Playing pitches	1.20	1200	1200
Total Green Infrastructure Requirement	3.93	n/a	n/a

2. Based on the 'Total Green Infrastructure Requirement' the Council will determine the most appropriate type(s) and means of open space provision, having regard to:
  - a) the need to create functional and meaningful green infrastructure spaces;
  - b) the most up to date assessment of green infrastructure requirements and provision;
  - c) the location and character of the site; and
  - d) the type of residential development proposed.
3. Green Infrastructure should be provided on site. Where appropriate, the Council will accept a financial contribution towards improving the quality and accessibility of nearby existing green infrastructure in lieu of on-site provision.
4. Where Green Infrastructure is provided on site developers must provide details of its long term management such as the establishment of a management company.
5. The incremental development of a large site through a number of proposals for less than 11 dwellings will not be permitted.

## 7.11 Houses in Multiple Occupation

7.11.1 Policy HP10 sets out the criteria for considering conversion of buildings to Houses in Multiple Occupation (HMOs). HMOs can play a role in meeting housing needs in the Borough, however poor quality developments can harm the character and amenity of neighbourhoods.

### HP10 Houses in Multiple Occupation

1. Proposals for the conversion of buildings into multiple occupancy units will be permitted provided they meet the requirements of the Core Development Management Policies and the following criteria:
  - a) The proposal does not unacceptably harm the living conditions of nearby residents and the character and appearance of the surrounding area;
  - b) The proposal would not lead to an unacceptable over concentrated use of the property and site which will have an adverse effect on amenity;
  - c) An adequate amount of garden/outdoor amenity space is provided to meet the needs of residents;
  - d) The site or surrounding area can accommodate the necessary parking and manoeuvring areas in a way which preserves residential amenity and the quality of the street scene; and
  - e) Adequate refuse and recycling facilities, including appropriate storage space, is provided.



**Cover Page**

**[Economy]**

## 8 Economy

### 8.1 Introduction

**8.1.1** Wyre is located within the Fylde Coast sub-region with strong connections to Blackpool and Fylde. The three Fylde Coast local authorities have shared economic markets and travel-to-work areas. They have established a joint Economic Prosperity Board (EPB) to provide a stronger governance arrangement for economic development across the Fylde Coast enabling the three authorities to work together and pool resources and expertise effectively and efficiently. The aim of the EPB is to deliver economic growth and secure investment across the sub-region.

**8.1.2** Job creation and job security is fundamental to Wyre's and the Fylde Coast economy and future. It is important that business development is not inhibited by lack of suitable development land, which means that the Local Plan makes adequate provision for a suitable portfolio of sites to accommodate the needs of different business at different stages of their growth. There needs to be a supply of good quality, ready to develop land for employment development. Evidence shows that there are three distinct sub-markets in Wyre – Wyre Peninsula (Fleetwood, Cleveleys-Thornton and Poulton-le-Fylde), A6 corridor (Garstang and Catterall) and Rural Areas. Adequate provision must be made in all sub-market areas.

**8.1.3** Hillhouse Technology Enterprise Zone (EZ), at Thornton is part of Lancashire's advance manufacturing and energy cluster. Hillhouse has an important role for the sub-regional economy on the Fylde coast and the wider Lancashire in contributing to the fulfilment of the Lancashire Local Enterprise Partnership (LEP) objectives for economic growth and job creation in Lancashire. The EZ is however also important for the local economy in Wyre.

**8.1.4** In addition to identifying new development sites, the Local Plan also seeks to ensure that the Borough's main employment areas are retained to ensure a continuing and diverse supply of employment sites. Whilst it may be appropriate for individual employment sites to be redeveloped for other uses in certain circumstances, the Local Plan seeks to protect existing employment sites from redevelopment in order to protect jobs.

**8.1.5** Town, district, local and neighbourhood shopping centres are vitally important to the local economy and to the identity of Wyre's different settlements. The Local Plan seeks to maintain town, district, local and neighbourhood and local centres as the focus for new retail development but recognising that centres have a wider role in the provision of services and facilities for the community. It is vital that in order for centres to remain competitive and continue to serve the community, that they diversify to supplement their retail function.

**8.1.6** The Retail evidence identifies a shared Fylde Coast sub-regional requirement for an additional 2,825 sq. m of net convenience floorspace after 2016. There is no immediate capacity for additional convenience retail floorspace in Wyre and no immediate capacity for comparison retail floorspace and the evidence shows a need for 6,508 sq.m. of comparison floorspace post 2021. The Local Plan does not make any specific allocation for new retail development after 2021. Additional comparison floorspace has already been provided as part of a number of planning completions and commitments in the borough, including Aldi and Lidl developments at Poulton-le-Fylde and Freeport in Fleetwood. There also extant planning permissions at Norcross and Catterall for potential additional comparison floorspace. It is considered more appropriate to allow the market to bring forward proposals rather than allocating sites for comparison retailing and effectively sterilising sites which may come forward for other town centre uses and in that strengthen the centre. There are redevelopment opportunities within defined town centre boundaries for the market to bring forward.

## 8.2 Employment Land Supply

8.2.1 The Local Plan aims to support the local economy in Wyre in terms of job creation and investment. The evidence shows that in order to support job creation there is a need for 32 hectares gross of employment land for B-class uses. This is significantly below past take up rates. It is often the case that businesses expand in order to remain competitive without necessarily creating new jobs. The sustainability of existing businesses is important in securing existing jobs. Therefore in setting the objectively assessed need (OAN) the Local Plan has had regard to past take up rates. The employment OAN is 43 hectares over the local plan period and the Local Plan makes provision to meet in full the OAN figure.

8.2.2 The Local Plan allocates 32.9 hectares of land towards meeting in full the employment OAN of 43 hectares.<sup>39</sup> As table 8.2 shows the overall available supply is 47.7 hectares. This is made up of commitments<sup>40</sup> as at 31 March 2018 in addition to allocations in the Local Plan.

8.2.3 The existence of a higher land supply against the requirement provides flexibility and a diverse portfolio of sites. The identified land supply also ensures provision in all three sub market areas to support local businesses and encourage new investment especially in rural settlements accommodating significant levels of new housing growth.

**Table 8.2: Employment Land Supply**

	<b>Hectares</b>
Completions 1 April 2011 – 31 March 2018	12.61
Land under Construction (at 31 March 2018)	3.85
Non allocated land with planning permission	0.31
Allocation	32.89
Large scale employment loss <sup>41</sup>	-2
<b>Total</b>	<b>47.66</b>

### EP1 Employment Land Supply

During the period 2011 – 2031 provision will be made for a minimum of 43 ha of employment land for B class uses.

Land totalling 32.9 hectares will be allocated for B-class uses as set out below, separated into the three distinct sub-markets:

<b>Sub-market area</b>	<b>Hectares</b>
Wyre Peninsula	20.5
A6 Corridor	10.05

<sup>39</sup> The Local Plan allocates land 0.25 hectares and over.

<sup>40</sup> Commitments relate to land over 0.02 hectares and covers completions between 1 April 2011 and 31 March 2018, land under construction and non-allocated land with planning permission as at 31 March 2018.

<sup>41</sup> Losses of employment land have been factored into the requirement. However that does not include the loss of an additional 2 hectares from the allocation of Clarke House at Norcross for housing (Site SA1/9). It is therefore taken off the supply.

Sub-market area	Hectares
Rural Areas	2.34
<b>Total</b>	<b>32.89</b>

### 8.3 Existing Employment Areas and Sites

**8.3.1** It is important that the Council maintains a broad portfolio of sites so that potential investment is not lost to the Borough's economy due to lack of suitable sites. Existing employment areas and sites are an important source of employment in the Borough and can often come under pressure to be redeveloped for a higher value end use. This can have implications for businesses and jobs in the Borough. It is therefore important that employment areas and sites are protected from loss to other forms of development either through the redevelopment of individual sites or through the incremental loss of sites in larger employment areas.

**8.3.2** In some cases, the presence of employment uses within a mainly residential area can create problems with amenity for residents. In other cases an existing site is not suitable for the requirements of modern businesses and unlikely to be brought into beneficial employment use. In those circumstances redevelopment may be appropriate.

**8.3.3** Policies EP2 and EP3 set out the criteria for considering applications relating to existing employment areas and sites. Existing Employment Areas covered by Policy EP2 are identified on the adopted Policies Map and represent the main employment areas in the Borough, where businesses can generally operate without causing disturbance to residents.

**8.3.4** Some sites identified under Policy EP2 are located within countryside areas. These are important in maintaining employment in rural areas and contributing to the sustainability of rural areas and the rural economy. However the nature and scale of businesses on these sites should be appropriate to their countryside location.

#### EP2 Existing Employment Areas

1. Within the main Existing Employment Areas as defined on the adopted Policies Map, planning permission will be granted for development in Use Classes B1, B2 and B8.
2. Where the Employment Area is located within countryside areas outside defined settlement boundaries, proposed development must be of a scale and nature appropriate to the countryside location.
3. Planning permission will also be granted for an appropriate range of supporting uses, including cafes / canteens, crèches, and gyms provided that:
  - a) The scale of such uses, and their location and arrangement within the employment area, means that they will primarily serve those employed in that area; and
  - b) There would not be a significant or unacceptable reduction on the type, quality or quantity of employment land supply.
4. Proposals which are not directly supported by 1, 2 or 3 above will only be granted planning permission where it is clearly demonstrated that:
  - a) The development is of a scale that is required to secure the development of a wider site which safeguards or provides B1, B2 and B8 uses; or

- b) It is for a commercial use as a car, bathroom, kitchen or conservatory showroom; and
- c) There would not be an unacceptable reduction on the type, quality or quantity of employment land supply; and
- d) The development will not prejudice the long term operation of the area for employment purposes.

### EP3 Existing Employment Sites

1. The redevelopment for other uses of a site that is or last was in B1, B2 or B8 use outside defined employment areas will only be permitted if:
  - a)
    - (i) It is demonstrated that the site is not capable of a mixed use which would include an element of B1, B2 or B8 uses within the life of the Local Plan; or
    - (ii) It is for a commercial use such as a car, bathroom, kitchen or conservatory, showroom; and
  - b)
    - (i) There would not be an unacceptable reduction on the type, quality or quantity of employment land supply; or
    - (ii) The current B1, B2 or B8 use is incompatible with surrounding uses and causes an unacceptable level of disturbance and loss of amenity for these uses; or
    - (iii) The community or regeneration benefits of the development outweigh the potential loss of an employment site.
2. Where the Existing Employment Site is located within countryside areas outside defined settlement boundaries, proposed development must be of a scale and nature appropriate to the countryside location.

## 8.4 Town, District, Local and Neighbourhood Centres

8.4.1 Town Centres are important in providing space for retail, leisure and culture. A healthy, vibrant town centre raises the confidence of local residents and businesses. The Local Plan sets out a hierarchy of different centres within the Borough, based on their size and role in the Borough. The scale of retail investment should be commensurate with the position of the centre in the hierarchy.

### EP4 Town, District, Local and Neighbourhood Centres

1. Retail, leisure and other main town centre uses will be directed towards the Borough's existing centres in accordance with the following hierarchy and in accordance with policy EP5 (Main Town Centre Uses)

Hierarchy	Centre
Town Centre	Fleetwood, Cleveleys, Poulton-le-Fylde, Garstang
District Centre	Victoria Road East, Thornton; Marsh Mill, Thornton; Knott End; Great Eccleston.
Local Centre	Broadway/Poulton Road, Fleetwood; Larkholme Parade, Fleetwood; Broadpool Lane, Hambleton; Castle Gardens, Poulton-le-Fylde; Normoss Road, Normoss; Catterall*.
Neighbourhood Centre/ Parade	Chatsworth Avenue, Fleetwood; Broadwater, Fleetwood; Manor Road, Fleetwood; Poulton Road, Fleetwood; Hatfield Avenue/ Highbury Avenue, Fleetwood; North Drive, Cleveleys; Rossall Road, Cleveleys;

Hierarchy	Centre
	Blackpool Old Road, Poulton-le-Fylde; Highcross Road, Poulton-le-Fylde; Beechwood Drive, Thornton; Lawsons Road, Thornton; Linden Avenue, Thornton; Croston Road, Garstang; Forton*
Free standing convenience shops within urban areas and defined rural settlements.	

\*proposed centres to be developed during the Plan period.

2. Planning permission will only be granted for development which is appropriate in scale and commensurate with the centre’s position and function in the hierarchy. Town and district centres as defined by the hierarchy above are the principal locations for new convenience and comparison retail and other town centre development, in particular that of a larger scale.
3. Within defined centres a diversity of uses will be encouraged to maximise the centres vitality and viability subject to policies EP5 (Main Town Centre Uses) and EP6 (Development in Defined Primary and Secondary Shopping Frontages). Development which will adversely affect the vitality and viability of a defined centre will not be permitted in order to ensure the sustainability of communities.
4. Local and neighbourhood centres and isolated local convenience stores are important for the sustainability of the communities they serve. Development which will cause their loss or affect their vitality will only be permitted where the local area is served by alternative provision or the property was marketed in accordance with Policy SP6 (Viability).

## 8.5 Main Town Centre Uses

8.5.1 It is essential that centres remain the focus for both convenience and comparison retail growth and other town centre uses. New developments in out of centre locations including within existing out of centre retail developments have the potential to compete with town centres and affect their viability and vitality. Policy EP5 sets out the requirements for proposals for main town centre uses in line with national planning policy. The policy takes account of the 2012 Supreme Court case *Tesco Stores v Dundee City Council* which indicates ‘availability’ of a site for the purposes of the sequential test should not be interpreted rigidly but be given a flexible interpretation.

8.5.2 The retail evidence shows that Fleetwood Town Centre is weak and vulnerable. Regular monitoring of vacancies shows a trend of increasing vacant units in the centre. In view of the state of Fleetwood Town Centre and to minimise risk of possible further deterioration the policy requires that impact from out of centre development should not have an unacceptable impact on the vitality and viability of the centre. Such ‘unacceptable’ impact may be less than ‘significant adverse’ impact as set out in the NPPF.

### EP5 Main Town Centre Uses

1. Proposals for new retail development and other main town centre uses (including extensions and change of use) which are appropriate in scale, role and function will be permitted within Wyre’s defined town, district, local and neighbourhood centres where they accord with this policy as a whole.

### Scale of Retail Proposals

2. Within defined centres new retail development will be permitted provided that the development, in terms of the overall scale of additional floorspace proposed and the size of individual units within it, is appropriate to the position of the centre concerned within the hierarchy of centres in Policy EP4 (Town, District, Local and Neighbourhood Centres).

### Sequential Test

3. Planning permission for new retail development outside the Primary Shopping Areas of town centres and in the district, local and neighbourhood centres as identified on the adopted Policies Map, or for other main town centre uses outside defined centres will only be granted if the following criteria are met:
  - a) The development is specifically supported by another policy in the Local Plan; or
  - b) It is demonstrated that no sequentially preferable site is available which includes being available within a reasonable timescale to accommodate the development; and that in discounting any sequentially preferable site, the developer / operator has applied a sufficiently flexible approach to their requirement in respect of scale, format and car parking provision.
4. Where an edge or out-of-centre development is justified under this policy, preference will be given to accessible sites which are well connected to an existing town centre; and appropriate measures will be required to maximise connectivity between the development and the centre.

### Assessing Impact

5. Proposals which are not specifically supported by other policies, and are not in a town or district centre as defined on the adopted Policies Map, and which will create additional floorspace at or above the levels set out below, will be required to be accompanied by an impact assessment.
  - a) 500m<sup>2</sup> gross for any new retail (comparison and convenience) floorspace;
  - b) 2,500m<sup>2</sup> gross for new leisure and office proposals.
6. Where an impact assessment is required, proposals will only be granted planning permission where it is demonstrated that in relation to Fleetwood there will be no unacceptable impact and in relation to other centres that there is no significant adverse impact on the vitality and viability of existing centres. In making its assessment on this issue the Council will take account of the following main issues along with any that are specific to the development in question:
  - a) The impact of the proposal on existing, committed and planned public and private investment, in a centre or centres in the catchment of the proposal;
  - b) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to 10 years from the time the application is made; and
  - c) The ability of the impact to be mitigated through measures secured through planning conditions or a planning agreement.

## 8.6 Development in Defined Primary and Secondary Frontages

8.6.1 It is accepted that the retail function of centres is contracting and a flexible approach to town centre policy is required. However the historical primary function of town centres for retailing will continue and thus the Local Plan defines primary and secondary frontages in order to protect that function. The Local Plan has contracted the primary shopping areas in Fleetwood and Cleveleys in order to consolidate the retail function in the core of the centre and assist with attracting a wider range of town centre uses. Guidance on the application of Policy EP6 will be prepared once the Local Plan is adopted.

### EP6 Development in Defined Primary and Secondary Frontages

1. Proposals for development not falling into Use Class A1 involving ground floor units in identified Primary Frontages will be permitted provided all the criteria below are met:
  - a) A minimum of 70% of the defined length of frontage in the block would remain in A1 use taking into account unimplemented planning permissions for changes of use; or the premises have been marketed for a class A1 use in accordance with Policy SP6 (Viability);
  - b) The proposed use is complementary<sup>42</sup> to the primary shopping function of the frontage and will contribute to vitality and viability;
  - c) The proposed use would not result in three adjoining non-A1 uses in the block;
  - d) An active pedestrian level shopfront is retained/provided.
  
2. Proposals for development not falling into Use Class A1 involving ground floor units in identified Secondary Frontages will be permitted provided all the criteria below are met:
  - a) A minimum of 50% of the defined length of frontage in the block would remain in A1 use taking into account unimplemented planning permissions for changes of use; or the premises have been marketed for a class A1 use in accordance with Policy SP6 (Viability);
  - b) The proposed use is complementary<sup>43</sup> to the secondary shopping function of the frontage and will contribute to vitality and viability;
  - c) An active pedestrian level shopfront is retained/provided.

## 8.7 Local Convenience Stores

8.7.1 Small convenience stores have an important role in meeting households' day to day needs and contribute to the sustainability of places. They provide a valuable resource especially for people with no access to private transport and contribute towards reducing the need for vehicular trips. However such proposals should be of an appropriate scale so that they do not have an impact on designated centres. Policy EP7 relates to proposals for small convenience stores and sets out the criteria for considering such proposals.

### EP7 Local Convenience Stores

1. Within defined settlement boundaries planning permission will be granted for convenience retail developments, which are not within existing defined centres or specifically allowed for by other policies, where all the following criteria are met:

<sup>42</sup> Use classes A2 – A5 and other town centre uses

<sup>43</sup> Use classes A2 – A5 and other town centre uses



- a) The proposal caters for local needs only and individual units do not exceed a maximum of 280 sq.m net sales area;
- b) There are no available existing units in class A use within reasonable walking distance, typically 500 metres of the proposal, which would be capable of accommodating the development and serving an area currently not being served;
- c) Either the development is within, or immediately adjacent to, an existing group of local shops, or there are no other shopping facilities providing for local need within a reasonable walking distance (typically 500 metres) of the proposal.

## 8.8 Rural Economy

8.8.1 A significant part of the Borough is rural in nature containing a number of settlements. Farming is the main industry supplemented by a number of small businesses within settlements and scattered throughout the rural areas. The rural areas are an important resource for tourism in the Borough. The rural economy is important to the overall economy in Wyre and to employment in the Borough. Policy EP8 aims to contribute toward maintaining a healthy rural economy.

### EP8 Rural Economy

1. The Council will support proposals to help diversify the rural economy including proposals for the provision of digital infrastructure in the rural areas of the Borough.
2. The expansion of existing businesses within countryside areas will be supported where it meets the requirements of the Core Development Management Policies and where it is demonstrated that:
  - a) The scale and nature of the activity is not detrimental to the rural character of the area;
  - b) Any new building and supporting infrastructure is necessary.
3. Sustainable development which enhances the diversity of recreational opportunities and visitor attractions in rural areas will be supported.

## 8.9 Holiday Accommodation

8.9.1 Tourism is an important element of the local economy in Wyre and holiday accommodation is an important element of the tourism industry. However often new holiday accommodation within designated countryside areas becomes unviable creating pressures for conversions into residential uses at locations where residential development would not be acceptable.

### EP9 Holiday Accommodation

1. Holiday accommodation<sup>44</sup> sites including new short stay touring caravan and camping sites, will be permitted where they meet the requirements of the Core Development Management Policies and provided they satisfy the following criteria:
  - a) The totality of development, including on site services, is of appropriate scale and appearance to the local landscape;
  - b) Any new building and supporting infrastructure is necessary;

<sup>44</sup> Holiday accommodation sites include holiday caravan sites.

- c) New tourism accommodation sites incorporating new build accommodation will need to be supported by a sound business plan demonstrating long term viability; and
- d) Proposals for extensions to sites which include new built accommodation outside settlement boundaries will need to be supported by a viability assessment of the existing and proposed business.

## 8.10 Equestrian Development

8.10.1 Horse riding is a popular activity in Wyre, and can be an important means of diversifying the rural economy. However equestrian development can have an impact on the character of the countryside due to erection of new building, introduction of hard areas and equipment on the land. Policy EP10 sets out the criteria for considering applications for equestrian development.

### EP10 Equestrian Development

1. Proposals for private or commercial stables/equestrian facilities outside settlement boundaries will be permitted if it is demonstrated that the following sequential approach has been followed in the selection of the site with regards to the land holding:
  - a) Conversion of an existing building;
  - b) Adjacent to an existing building or a group of existing buildings;
  - c) Open field.
2. Proposals are required to meet the requirements of the Core Development Management Policies and the following criteria:
  - a) Proposals for commercial stables will need to be supported by a sound business plan demonstrating long term viability;
  - b) In relation to either private or commercial stable/equestrian facilities the landholding is of sufficient size to support the number of stables or other facilities proposed;
  - c) The development complies with relevant standards published by DEFRA or its successor and best practice;
  - d) The development as a whole (including access roads or tracks, manéges, storage, lighting, hardstanding, fencing and other paraphernalia) is well screened from the surrounding countryside.

## 8.11 Protection of Community Facilities

8.11.1 Facilities such as small shops, public houses and community halls are an important part of community life. They provide for everyday needs, but also serve a social function and act as a focus for communities. They contribute to sustainable living, ensuring that residents do not need to travel into larger centres as frequently. However such facilities can often be under threat due to changes in lifestyles and economic pressures on businesses. Given their importance to the vitality of local communities it is important to protect such facilities wherever possible.

### EP11 Protection of Community Facilities

The conversion of, or redevelopment of, a property currently in a use considered important to the sustainability of the community will be permitted only if it is demonstrated that the existing use is financially unviable and has been appropriately marketed in accordance with Policy SP6 (Viability).

## 8.12 Renewable Energy

8.12.1 The Government expects local authorities through planning to support the transition to a low carbon future in a changing climate, including encouraging the delivery of renewable energy and associated infrastructure.

8.12.2 Policy EP12 supports in principle renewable energy schemes and sets out the criteria for considering wind and solar energy proposals. Evidence shows that there is no differentiation within the Borough on the suitability for wind energy and thus Policy EP12 designates the whole of the Borough as an area of search.

### EP12 Renewable Energy

1. The development of renewable or sustainable energy schemes, including, but not limited to, district heating, biomass, hydroelectricity, solar, ground source heat, will be supported subject to the Core Development Management Policies, taking into account the cumulative impact of the proposed development along with other planned, committed or completed development.
2. The Council will support in principle the development of a tidal energy scheme across the River Wyre at Fleetwood subject to the Core Development Management Policies.
3. In relation to wind energy proposals, the whole Borough is designated as an area of search suitable for wind energy development. Proposals must meet the requirements of the Core Development Management Policies and demonstrate that:
  - a) If located within flood zone 2 it has passed the flood risk sequential test and if located within flood zone 3 that it has passed both the flood risk sequential and exceptions tests;
  - b) The development does not create a potential hazard to the public using highways, footpaths, bridleways or other public rights of way;
  - c) The development does not interfere with telecommunication paths or air traffic services including those associated with the military;
  - d) Where necessary, a scheme can be agreed relating to the removal of the wind farm or turbine at the end of its design life and the restoration of the site; and
  - e) Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
4. In relation to solar energy proposals involving agricultural land must meet the requirements of the Core Development Management Policies and demonstrate: -
  - a) That the use of agricultural land is necessary and no alternative previously developed site (including building roofs) is available or suitable. The area of search should be the Fylde Coast<sup>45</sup> having regard to a viable connection (in distance) to the National Grid;
  - b) If a) above is satisfied, that there are no alternative sites involving lower grade agricultural land; and
  - c) That the proposal would allow for continued agricultural use and/ or encourages biodiversity improvements around arrays.

<sup>45</sup> For the purposes of this Policy, the Fylde Coast comprise the administrative areas of Wyre Council, Fylde Council and Blackpool Council excluding the Green Belt and flood risk zones 2 and 3.

## 8.13 Telecommunications

8.13.1 Fast, reliable and universally available mobile communications are an integral part of modern society and essential to a successful twenty-first century economy. Telecommunications providers respond to demand by investing in new infrastructure. The demand for improved telecommunications infrastructure is expected to continue to grow and Local authorities are expected to be supportive. Policy EP13 sets out the criteria that the Council will apply in assessing applications relating to telecommunications equipment.

### EP13 Telecommunications

1. Applications for the siting of new telecommunications equipment will be permitted provided that it meet the requirements of the Core Development Management Policies and it is demonstrated that:
  - a) Co-siting the equipment with existing equipment, or in the case of antennae, their siting on an existing building, mast or structure, is not a feasible or viable option;
  - b) The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area; and
  - c) The impact of the development on the landscape or townscape is minimised, within the constraints of operating requirements, through siting, design, materials and colour.
2. When considering applications for telecommunications development, regard will be had to the operational requirements of telecommunications networks and the technical limitations of the technology.

## 8.14 Outdoor Advertisements and Directional Signs

8.14.1 Advertising is a necessary part of commercial activity but it can detract from the quality of the area by dominating or cluttering a scene. Policy EP14 sets out how applications will be considered.

### EP14 Outdoor Advertisements and Directional Signs

1. Proposals for advertisement consent will be permitted providing the following specific amenity and public safety considerations are satisfied:
  - a) The scale, design and size of the advertisement, and the degree and type of illumination do not harm the appearance and character of the surrounding area;
  - b) The number of existing signs in the area or on the building will not create clutter or excessive advertising;
  - c) The proposal does not cause a public safety hazard;
  - d) The proposal does not obscure visibility or distract the attention of users of the highway;
  - e) The colours of the advertisement or its illumination would not obscure or reduce the clarity of any functional or traffic sign; and
  - f) Pedestrian movement is not hindered.

#### Directional Signs

2. Proposals for advance directional signs will be permitted providing all of the above amenity and safety considerations are satisfied; and

- a) The signposting is from the nearest road junction;
- b) The sign is not illuminated.

## 8.15 Security Shutters

8.15.1 Designing out 'crime' is an important consideration in ensuring safe and accessible environments. Certain measures such as security shutters can have an impact on the street scene creating unwelcoming places. This is particularly important in town and district centres where shutters can create a blank appearance affecting the appearance of the street and consequently the experience of visiting the centre. Policy EP15 sets out the criteria for considering applications for the installation of security shutters in order to minimise their impact.

### EP15 Security Shutters

1. Within town and district centres external shutters will only be permitted in exceptional circumstances.
2. Proposals for grilles within town and district centres and proposals for shutters and grilles outside town and district centres, will be permitted provided that the shutter/grille, housing box and guides:
  - a) Are designed to integrate within the existing shopfront and fascia; and
  - b) Do not obscure architectural features of the building such as stall risers.

**Cover Page**  
**[Site Allocations]**

## 9 Site Allocations

### 9.1 Introduction

9.1.1 Policies SA1, SA2 and SA3 identify sites that are allocated for housing, employment and mixed-use development in order to meet the Local Plan's housing and employment requirements<sup>33</sup> (Policies HP1 and EP1). In relation to housing only sites of 25 dwellings or more have been identified as allocations and in relation to employment development only sites of over 0.25 hectares have been identified as employment allocations. These policies together with Policy SA4 are key to meeting housing needs, supporting businesses, attracting investment and securing sustainable development.

9.1.2 Allocations will provide the majority of housing and employment land in Wyre to 2031 and are shown on the adopted Policies Map. Some of these allocations have planning permission in total or in part as at 31 March 2018 and these are distinguished by a symbol on the adopted Policies Map. The remainder of the Borough's housing and employment requirements will be met from other non-allocated sites with planning permission and development completed since 2011.

9.1.3 Policies SA1, SA2 and SA3 are followed by a detail allocation policy for each site, setting out the key requirements and considerations for the development of each of the sites. The individual allocation policies do not replicate all other policy requirements or interpret all other policies in the Local Plan with regards to the specific site. The individual allocation policy should be read together with all other policies in the Local Plan. Individual allocation policies do not identify all necessary contributions required under policy SP7.

9.1.4 Individual allocation policies identify where residual surface water should drain in order to minimise the risk of flooding in line with the Infrastructure Delivery Plan. An alternative residual surface water drainage strategy should be justified to the satisfaction of the Local Planning Authority.

9.1.5 There is a requirement for the preparation of a masterplan with regards to sites in Policies SA1 and SA3 proposing more than 50 dwellings and also in relation to Policies SA4 – Hillhouse Technology Enterprise Zone. This is in order to ensure that the land is comprehensively developed and where the particular site is on the edge of a settlement, as a whole it relates and integrates with the existing settlement.

9.1.6 In relation to allocations with an extant planning permission on part of the allocation, a masterplan over the entire allocation will be required. A masterplan part one will set the vision, objectives and general principles whilst part two will provide the detail for the part of the allocation without planning permission. It is acknowledged that an existing planning permission on an allocation can be implemented. However where a planning permission is sought for the renewal of planning permission or a revised scheme, there will be a requirement to complete part two of the masterplan for the allocation before planning permission is granted. The Council will prepare and publish guidance on the preparation of masterplans which should emphasise that the level of detail contained within a masterplan should be proportionate taking into account factors such as the scale and complexity of the development and related infrastructure and the planning status of the site or parts of it. Masterplans would be commensurate with an appropriate level of information needed to support an outline planning application on a site of 50 dwellings or more.

### 9.2 Residential Development

9.2.1 The Local Plan ensures that sufficient deliverable land is available for 9,200 dwellings to meet 96% of the identified objectively assessed housing need for the period 2011-2031.

The Local Plan makes allocations for 5,232 dwellings of which 5,192 are expected to be delivered within the plan period to 2031. The delivery of housing will be regularly monitored.

9.2.2 The housing allocations identified in policy SA1 and SA3 will provide the majority of the Local Plan housing requirement. These sites are distributed throughout Wyre where development is not constrained. These housing and mixed use allocations provide the only realistic solution to meeting Wyre's housing needs and securing a '5 year land supply' albeit the full housing OAN cannot be accommodated.

9.2.3 The Local Plan does not apply any phasing requirements to housing allocations in order to provide flexibility and ensure that a 5 year housing land supply is maintained during the lifetime of the Local Plan.

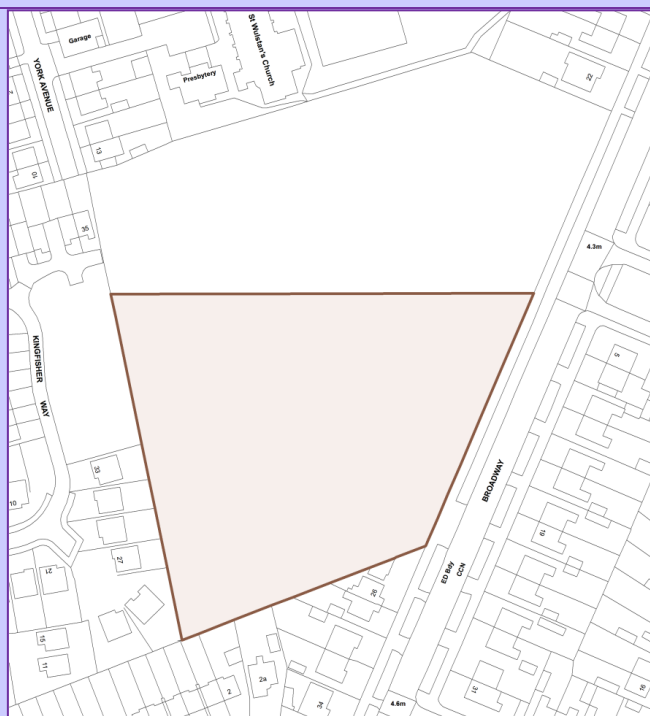
### SA1 Residential Development

The following sites, shown on the adopted Policies Map, are allocated for residential development within the Plan period, subject to the Key Development Considerations set out below for each site.

Site Ref	Site	Number of dwellings expected to be delivered by 2031	Total Site Capacity
SA1/1	West of Broadway, Fleetwood	25	25
SA1/2	Lambs Road/ Raikes Road, Thornton	360	400
SA1/3	Land between Fleetwood Rd North and Pheasant Wood, Thornton	153	153
SA1/4	South East Poulton, Poulton-le-Fylde	236	236
SA1/5	Land at Garstang Road, Poulton-le-Fylde	516	516
SA1/6	Land South of Blackpool Road, Poulton-le-Fylde	300	300
SA1/7	South Stalmine, Stalmine	180	180
SA1/8	North of Garstang Road, Pilling	40	40
SA1/9	North of Norcross Lane, Norcross	300	300
SA1/10	Land at Arthurs Lane, Hambleton	165	165
SA1/11	Inskip Extension, Inskip	85	85
SA1/12	North of New Holly Hotel and Bodkin Cottage, Hollins Lane	38	38
SA1/13	Land East of Hollins Lane, Hollins Lane	51	51
SA1/14	West of Cockerham Road, Garstang	260	260
SA1/15	Land South of Prospect Farm, West of the A6, Garstang	70	70
SA1/16	South of Kepple Lane, Garstang	125	125
SA1/17	Bowgreave House Farm, Bowgreave	27	27
SA1/18	Garstang Road, Bowgreave	46	46
SA1/19	Land South of Calder House Lane, Bowgreave	45	45
SA1/20	Garstang Country Hotel and Golf Course, Bowgreave	95	95
SA1/21	Daniel Fold Farm, Daniel Fold Lane, Catterall	117	117
SA1/22	Daniel Fold Farm Phase 2, Daniel Fold Lane, Catterall	66	66
SA1/23	Land off Garstang Road, Barton	72	72
SA1/24	Land Rear of Shepherds Farm, Barton	34	34
SA1/25	Land Rear of 867 Garstang Road, Barton	26	26
<b>Total</b>		<b>3,432</b>	<b>3,472</b>



**Site SA1/1 – West of Broadway, Fleetwood**



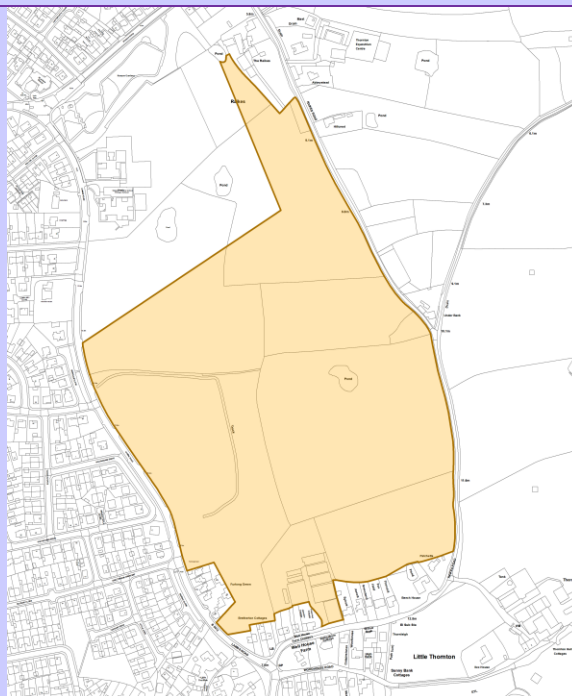
<b>Site Area:</b>	1.05 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	25 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period.

**Site Description**

A flat site formerly a school playing field situated in a residential area.

**Key Development Considerations**

1. The site lies in Flood Zone 3 and mitigation measures are required to ensure that the site is safe for the lifetime of the development. The results of the FRA must be used to take a sequential approach to site layout. Finished floor levels must be above the appropriate design flood level plus an allowance for climate change for the life of the development. Where finished floor levels cannot be set above this level, the developer must state in their FRA why it is not possible and identify and implement flood proofing/resilience measures that will protect occupants and their property up to that floor level.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.

**Site SA1/2 – Lambs Road/Raikes Road, Thornton**

<b>Site Area:</b>	19.67 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	400 dwellings
<b>Site Delivery:</b>	The site is expected to contribute 360 dwellings to the housing land supply within the plan period. Part of the site benefits from reserved matters planning permission for 157 dwellings (planning reference 17/00050).

**Site Description**

The site comprises agricultural land, including farm buildings, situated between the eastern boundary of Thornton and the River Wyre. The site includes numerous ponds, water courses and trees, whilst field boundaries are demarcated by hedgerows.

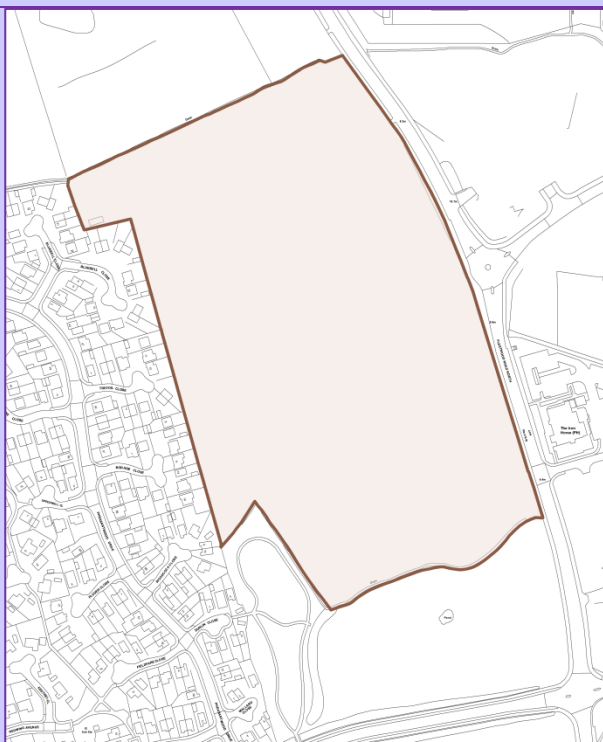
**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. Primary access into the site should be from a new road from Skippool Road to Raikes Road unless demonstrated that satisfactory access could be obtained from the existing road network. Other off site highway works may be required.
3. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site and in particular Wyre Estuary Country Park.
4. The design of the development should provide an 'organic' extension to this part of

Thornton. It should utilise important key vistas into the adjoining open countryside and estuary and provide a rural transition zone between the development and the wider countryside and coastline. Particular attention should be given to the nature and quality of boundary treatments. An appropriate buffer to the Estuary is required.

5. The site does not have any nature conservation designations but is located to the west of Wyre Estuary Site of Special Scientific Interest, Special Protection Area and Ramsar Site. The site also abuts a Biological Heritage Site (Skipool Marsh and Thornton Bank). Potential ecological impacts to the adjacent ecological designations and on the site due to its greenfield nature and features such as hedgerows, trees, ponds and watercourses should be considered. Buildings and surrounding habitat should be surveyed for signs of use by bats, Barn Owls and nesting birds.
6. The development should make land available for a new primary school if required by the Local Planning Authority in consultation with the Local Education Authority which will form part of the financial contributions towards education. If land is not needed, a contribution should be made towards the expansion of the existing school(s).
7. The development of the site should include a small convenience store of 280 sq.m net sales area.
8. Very small parts of the site on the northern periphery fall within Flood Zone 3 where housing will not be permitted.
9. Residual surface water should drain into the River Wyre at Ramper Pot via Underbank Road. Contributions towards the replacement of the tidal outfall will be required.
10. Raikes Farmhouse, a Grade II listed building located off Raikes Road adjacent to the site. To mitigate any impact on the setting of the listed building the current tree screening to the eastern edge of Raikes Road should be protected and strengthened. Further, the use of appropriate building mass within the setting of the listed building would further minimise any negative impact.
11. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
12. The following should be taken into account in preparing the masterplan and planning application:
  - a) An area of unknown landfill within the site.
  - b) A telecommunications mast east of Raikes Road.

### Site SA1/3 – Land between Fleetwood Road North and Pheasant Wood, Thornton



<b>Site Area:</b>	8.48 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	153 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period.

#### Site Description

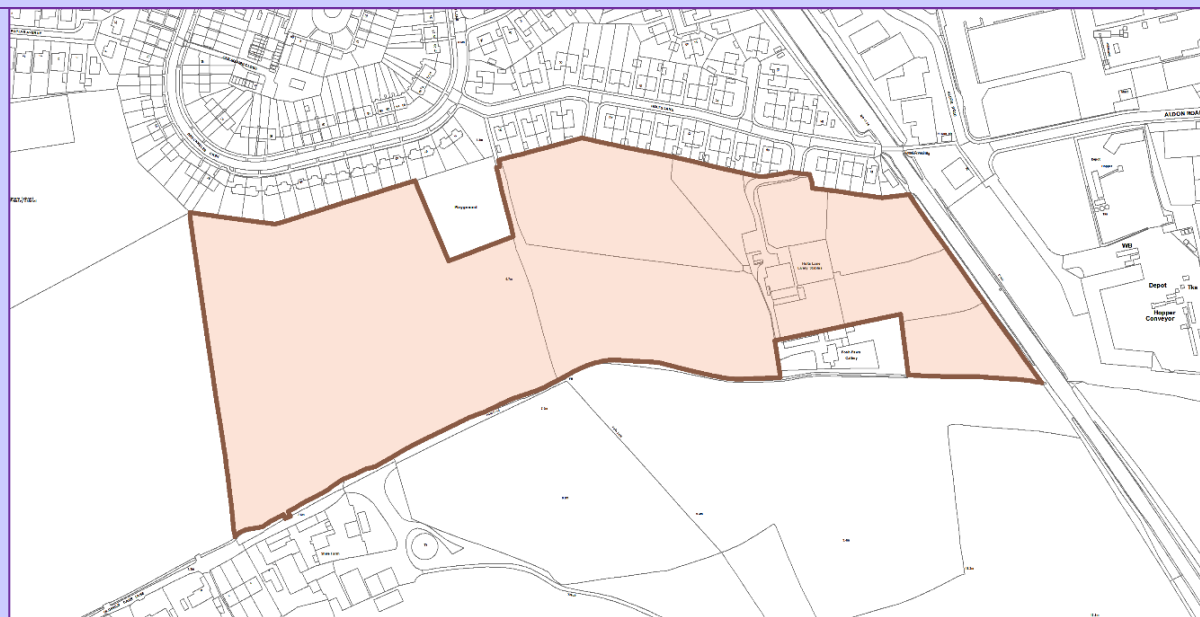
The site comprises open land which has a raised topography towards the centre of the site. The land is used for grazing on an agricultural tenancy.

#### Key Development Considerations

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an 'organic' extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. Parts of the western and southern boundaries lie within Flood Zones 2 and 3 where housing will not be permitted.

5. Residual surface water should drain into the River Wyre via Springfield watercourse.
6. Springfield watercourse is designated as a Main River therefore the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
7. The site does not have any nature conservation designations; however the northern boundary abuts a Biological Heritage Site (BHS). Potential ecological impacts on the BHS and due to the greenfield nature of the site and important features such as watercourses and hedgerows, should be considered.
8. There is evidence of archaeological interest and as such any development should be informed by an appropriate survey to determine the nature of this interest, its importance and need for any mitigation measures.
9. A closed landfill site (Burnhall 1960 – 1973), previously used for the deposit of household waste, straddles the northern boundary. It will be necessary to undertake appropriate ground investigation work to establish the nature of the ground conditions, identify the presence of landfill gas, establish the extent of any ground contamination and establish whether or not mitigation measures are required. A watching brief during development of the site will be necessary.
10. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.

### Site SA1/4 – South East Poulton-le-Fylde



<b>Site Area:</b>	7.83 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	236 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the plan period. It has two outline planning permissions for 236 dwellings (net) in total (16/01043 and 16/00742).

#### Site Description

The site comprises agricultural land to the south east of Poulton-le-Fylde. A watercourse runs in a west/east direction along the southern boundary whilst the Manchester to Blackpool railway line runs along the eastern boundary of the site.

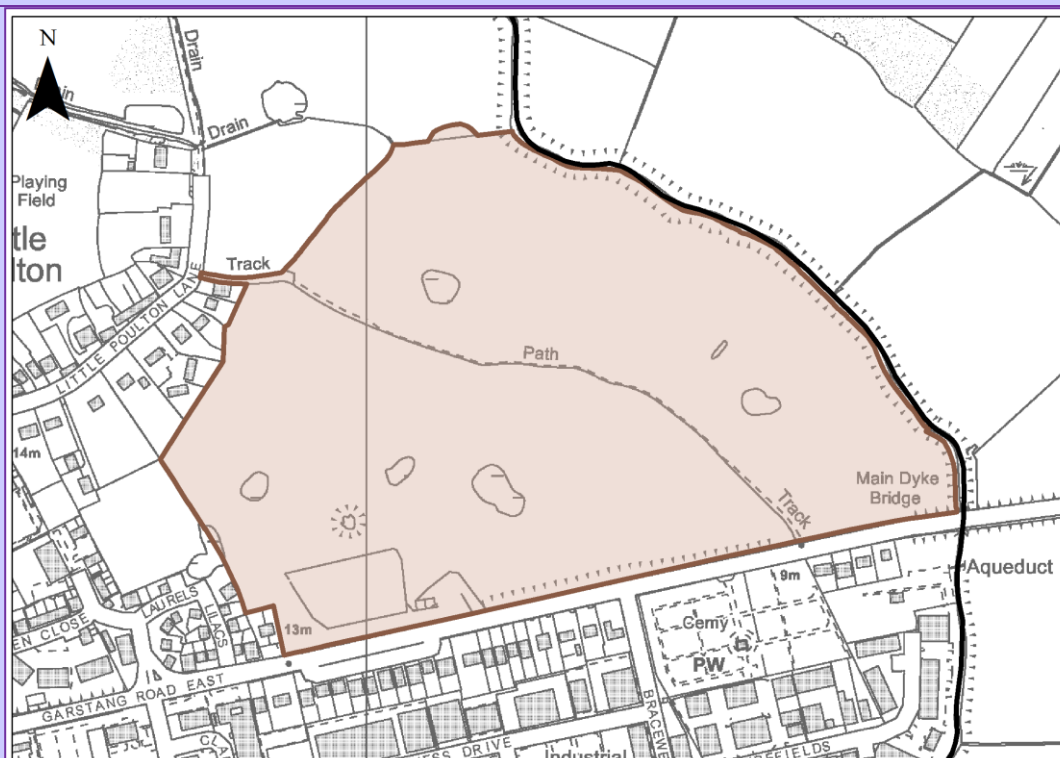
#### Key Development Considerations

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating existing landscape features and providing on-site open space incorporating formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an 'organic' extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. Residual surface water run-off should drain into the River Wyre via Oldfield Carr Lane watercourse and Main Drain where possible. Improvements to Oldfield Carr Lane watercourse may be required. The Main Drain tidal flap will need replacing and

contributions towards its replacement will be required.

5. The Oldfield Carr Lane watercourse is designated as a Main River therefore the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
6. A number of sewers cross the site one of which is a pressurised trunk main. An appropriate easement will need to be applied to any sewerage/water assets located within the site.
7. The development should contribute to the delivery of the Poulton-le-Fylde Highway Mitigation Strategy and any future updates of the Strategy (see Appendix C).
8. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site, the presence of Oldfield Carr Lane watercourse and features such as trees and hedgerows.
9. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
10. Land should be safeguarded for the provision of a footbridge from the site over the railway along the eastern edge of the site.
11. A National Grid High Pressure Gas Pipelinewhchih runs along the eastern boundary. An appropriate set-back distance will be necessary and regard should be had to advice from the Health and Safety Executive regarding consultation zone distances and development sensitivity levels.
12. The following should be taken into account in preparing the masterplan and planning application:
  - a) The Manchester to Blackpool via Preston and Poulton-le-Fylde railway line runs along the eastern edge of the site.
  - b) A Public Right of Way (2-2-FP 5) crosses the site on a north south axis and another (2-2-FP 6) lies along a section of the southern boundary.

### Site SA1/5 – Land at Garstang Road, Poulton-le-Fylde



<b>Site Area:</b>	24.8 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	516 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has full planning permission for 516 dwellings (15/00298).

#### Site Description

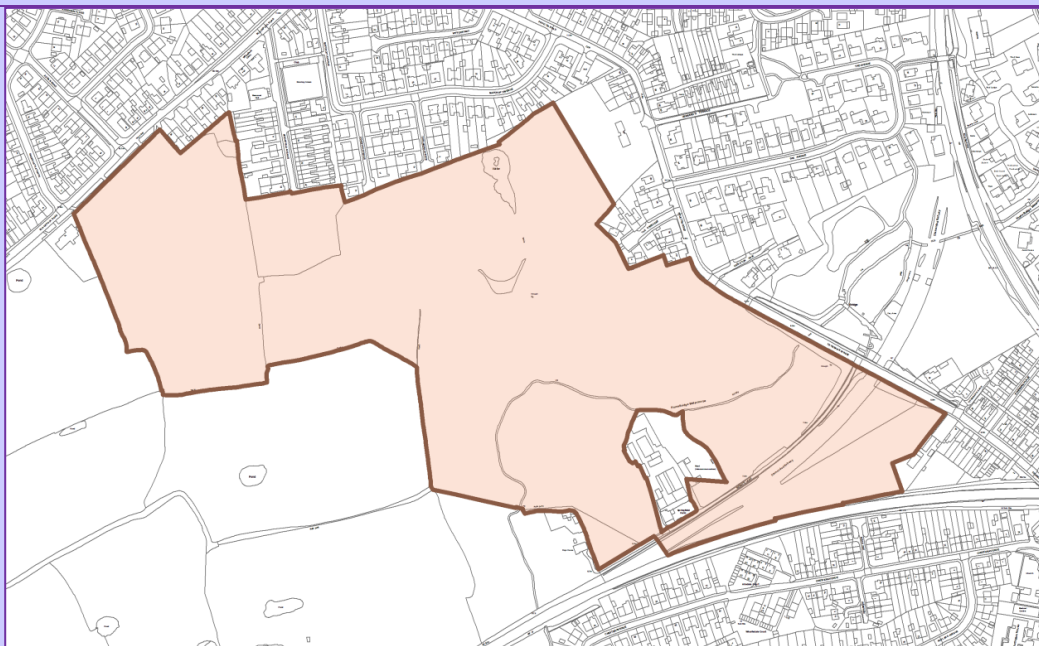
The site comprises two agricultural fields divided by a hedge. Main Dyke forms the eastern boundary. The site gently slopes up to the centre from Garstang Road East and Little Poulton Lane, with steeper gradient sections to the south-east and to the north. It includes scattered trees, hedgerows, ditches and ponds/ pools.

#### Key Development Considerations

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an 'organic' extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.



4. Off-site road junction improvements will be required including at Moorland Road/A586, Hardhorn Road/A586, Moorland Road/Breck Road, and Moorland Road/Little Poulton Lane. Other contributions may be required towards the delivery of the Poulton-le-Fylde Highway Mitigation Strategy in Appendix C including any future updates of the Strategy.
5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as ponds, hedgerows and trees and the presence of Main Dyke which runs along the eastern boundary.
6. The majority of the site lies within Flood Zone 1 apart from a strip of land along the eastern boundary which lies within Flood Zone 3. No housing will be permitted within Flood Zone 3. Residual surface water should drain towards Main Dyke through natural features, surface SuDs and open space and into the River Wyre. Financial contributions will be required towards improvement of the tidal flap at Skippool.
7. Main Dyke along the eastern boundary is a designated Main River. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
8. There is the potential for archaeological interest with the site which is required to be investigated prior to development.
9. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
10. The following should be taken into account in preparing the masterplan and planning application:
  - a) The site is crossed by public sewers and a 6.6kV electricity cable running along the north west perimeter of the site.
  - b) The site includes areas of infilled ground associated with former ponds.
  - c) Two Public Rights of Way, 2-2-FP 2 and 2-2-FP 3, cross the site.

**Site SA1/6 – South of Blackpool Road, Poulton-le-Fylde**

<b>Site Area:</b>	19.54 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	300 dwellings
<b>Site Delivery:</b>	The site is expected to be delivered fully within the plan period.

**Site Description**

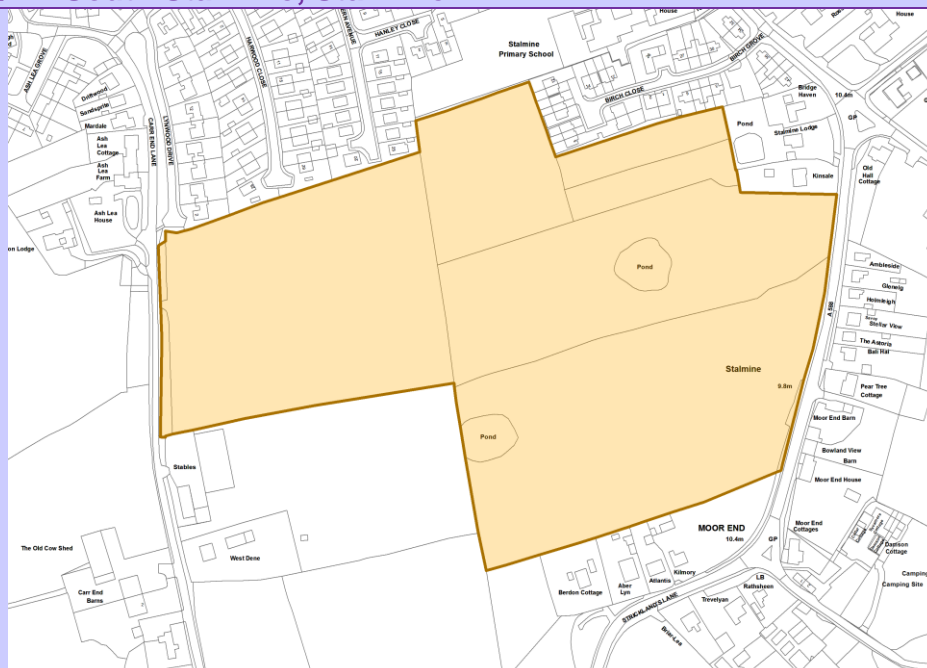
The site comprises primarily agricultural land situated to the north west of Poulton-le-Fylde town centre. Horsebridge Dyke runs through the south eastern part of the site. The Preston to Blackpool railway line runs along the southern boundary of the site whilst a dismantled rail line runs through the south eastern corner of the site.

**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the allocation. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space incorporating formal and informal play and pedestrian and cycle connectivity within and where possible outside the site, including linkages to existing development to the north and west and to the town centre to the east. Incorporate landscape features such as ponds, hedgerows and watercourses.
3. The design of the development should provide an 'organic' extension to the town in this large area of undeveloped land within the town. Particular attention should be given to the nature and quality of boundary treatments.
4. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as ponds, watercourses and hedgerows.

5. The site lies primarily in Flood Zone 1 with parts in Flood Zones 3 and 2 along the Horse Bridge water course running through the south eastern part of the site. Housing will not be permitted within Flood Zone 2 or 3.
6. Residual surface water should drain to River Wyre via Skippool Creek and Horsebridge Dyke. A financial contribution towards replacement of the tidal flap at Skippool will be required.
7. Horsebridge Dyke is a designated Main River. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
8. The development should make land available for a new primary school which will form part of the financial contributions towards education.
9. The development should contribute to the delivery of the Poulton-le-Fylde Highway Mitigation Strategy and any future updates of the Strategy including the provision of a town centre car park on the site, (See Appendix C).
10. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
11. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Public Right of Way (2-2-FP 13) crosses the site on an east/west axis.
  - b) The Manchester to Blackpool via Preston and Poulton-le-Fylde railway line runs along the southern boundary of the site.
  - c) The site at its south eastern corner lies adjacent to the Poulton-le-Fylde Conservation Area.

**Site SA1/7 – South Stalmine, Stalmine**



<b>Site Area:</b>	9.07 hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	180 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. Part of the site has reserved matters planning permission for 77 dwellings (17/00026).

**Site Description**

A generally level area of agricultural fields containing a number of hedgerows and trees, a small wooded area and two ponds.

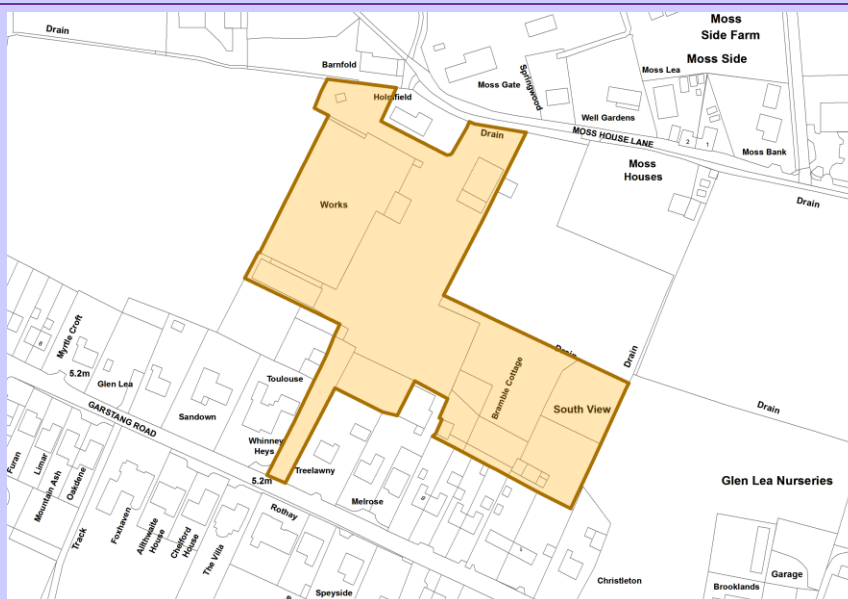
**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. Residual surface water must drain south into the River Wyre via Wardleys Pool and Grange Pool watercourse, mimicking natural drainage and using natural features and

surface SuDs. Some improvements may be required to existing water courses. A financial contribution for the replacement of Wardleys Pool tidal flap will be required. The development should not drain to the culvert under Stricklands Lane.

5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as trees, woodland, hedgerows and ponds.
6. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
7. The development should make land available for a new primary school if required by the Local Planning Authority in consultation with the Local Education Authority which will form part of the financial contribution towards education. If land is not needed, a contribution should be made towards the expansion of the existing school(s).
8. The following should be taken into account in preparing the masterplan and planning application:
  - a) The woodland in the north eastern section of the site is covered by a Tree Preservation Order.
  - b) The site contains electricity and telephone overhead infrastructure including powerlines and pylons. Statutory safety clearances between overhead lines, the ground, and built structures should not be infringed.

### Site SA1/8 – North of Garstang Road, Pilling



<b>Site Area:</b>	1.63 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	40 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has outline planning permission for 40 dwellings (14/00526).

#### Site Description

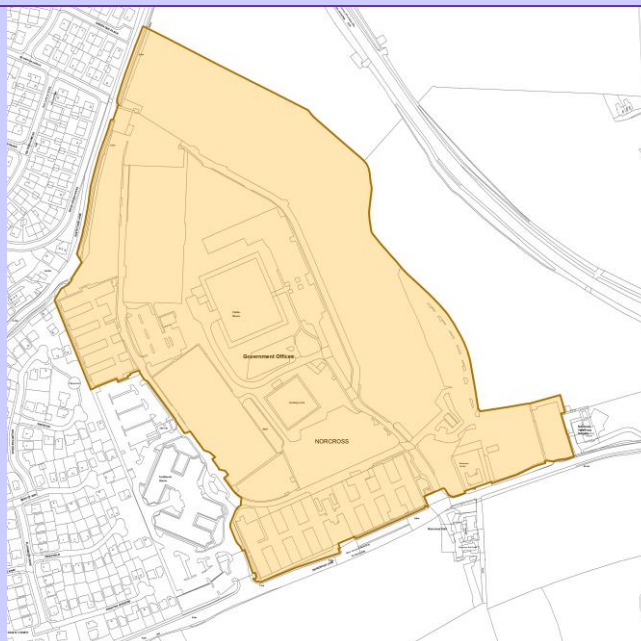
A level site which has been used as a concrete works and contains a number of vacant single storey industrial units and areas of hardstanding. Hedgerows exist along some parts of the boundary and there is a small grassed area in the south west of the site.

#### Key Development Considerations

1. Completion of appropriate ground investigation work to establish the extent of any ground contamination including from asbestos and whether any mitigation measures are required due the previous use as concrete works. There is a low/moderate risk of ground gas generation and a watching brief during development of the site will be necessary.
2. The site lies in Flood Zone 3. The results of the FRA must be used to take a sequential approach to site layout. Finished floor levels must be above the design flood level plus an allowance for climate change for the life of the development.
3. Residual surface water should drain into the existing system and into Morecambe Bay via Broad Fleet Drain.
4. The site does not have any nature conservation designations. Potential impact on local bat population should be investigated.
5. A United Utilities public sewer crosses this site and no building over it will be permitted.

A three metres strip on either side of the centre line of the sewer is required for maintenance or replacement.

6. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
7. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
8. The following should be taken into account in preparing a planning application:
  - a) A Public Right of Way (2-21-FP 30) passing through the site on a south/north axis.
  - b) Deep piled foundations (or deep trench) to competent bearing strata may be needed.

**Site SA1/9 – North of Norcross Lane, Norcross**

<b>Site Area:</b>	13.58 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	300 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the plan period. Part of the site benefits from outline planning permission for mixed residential, employment and retail. (Planning reference 13/00200/OULMAJ). Implementation of the retail elements of the outline permission should contribute toward the overall viability of the site.

**Site Description**

This is a previously developed site formerly used as offices by different government departments. Most of the site is cleared apart from Clarke House. The site excluding Clarke House has outline planning permission for residential and employment uses and retail uses.

**Key Development Considerations**

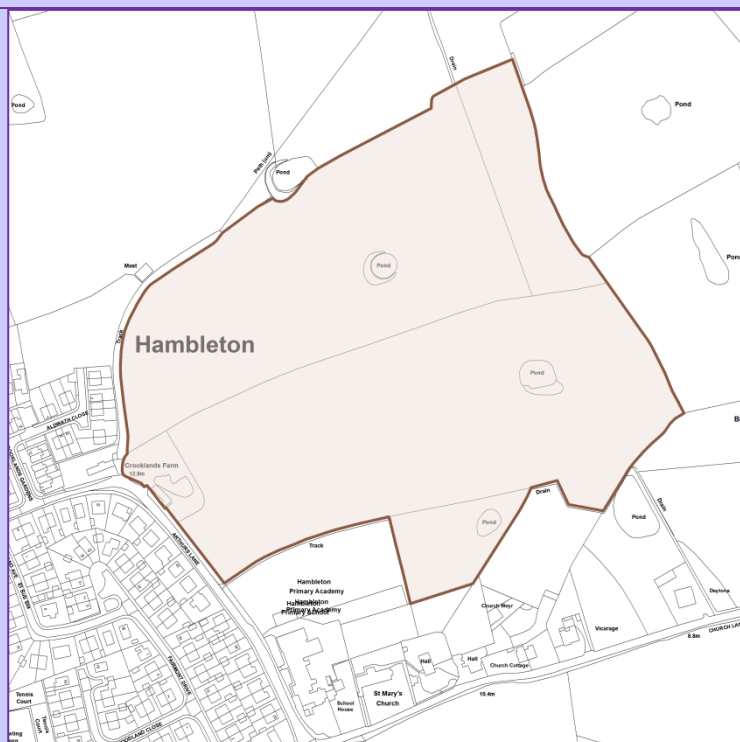
1. This site should be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site. Utilise important key vistas into the adjoining Green Belt and providing an appropriate boundary between the development and the adjoining Green Belt.
3. The site lies primarily in Flood Zone 1 apart from small parts in the north-west periphery which lie in Flood Zones 2 and 3. Housing will not be permitted within Flood



Zones 2 and 3.

4. Residual surface water should drain into the River Wyre via Royles Brook at White Carr Lane and Hillylaid Pool. Drainage into Royles Brook should be via SuDs system on adjoining Green Belt land.
5. Royles Brook is a designated Main River. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
6. The site does not have any nature conservation designations. Potential ecological impacts should be considered.
7. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.

**Site SA1/10 – Land at Arthurs Lane, Hambleton**



<b>Site Area:</b>	10.78 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	165 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has outline planning permission for up to 165 dwellings (16/00217).

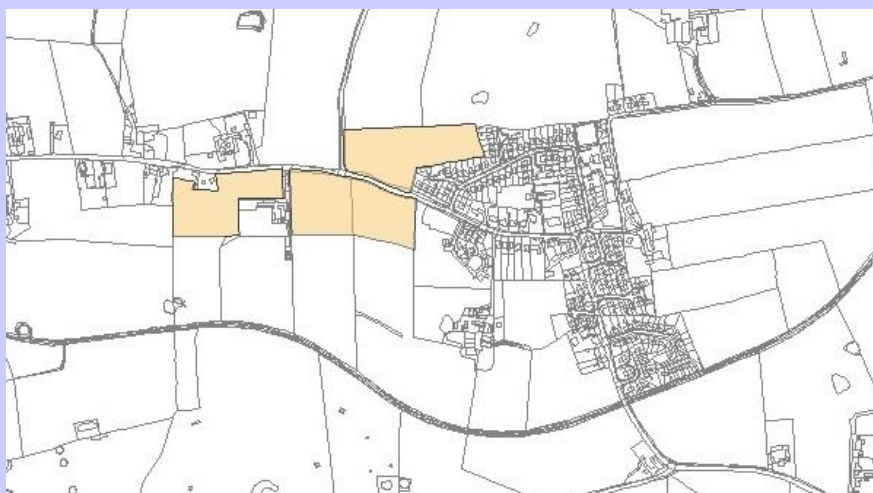
**Site Description**

The site comprises undulating agricultural land intersected by hedgerows and containing a number of ponds.

**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site. The development should include areas of open space between existing and new development to avoid creating extensive built areas.
3. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.

4. Residual surface water should drain to the River Wyre via Wardleys Pool and Kiln Lane. Improvements to water courses will be necessary. A financial contribution towards replacement of Wardleys Pool tidal flap will be required.
5. The development should make land available for a new primary school or extension to the existing primary school, if required; this will form part of the financial contribution towards education.
6. The site does not have any nature conservation designations but it lies close to Wyre Estuary Site of Special Scientific Interest, Ramsar Site and Special Protection Area. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows, trees and ponds. A project level Habitat Regulation Assessment due to the proximity of Wyre Estuary Special Protection Area may be required.
7. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
8. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Public Right of Way (2-14-FP 8) follows part of the north western boundary of the site.
  - b) Telecommunication and power transmission infrastructure present within or adjacent to the site.
  - c) A Tree Preservation Order off Arthurs Lane adjacent to Crooklands Farm.

**Site SA1/11 – Inskip Extension**

<b>Site Area:</b>	6.05 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	85 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. Part of the site has outline planning permission (16/00481) for a village shop and a reserved matters planning permission (17/00631) for 55 dwellings which forms part of the total site capacity.

**Site Description**

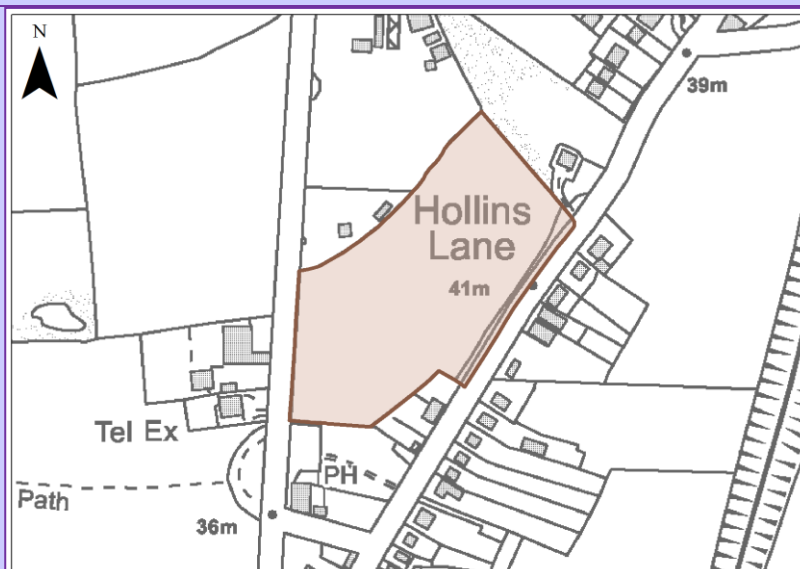
The allocation consists of three parcels of agricultural land in a flat topography to the west of the village.

**Key Development Considerations**

1. The land immediately to the west of the school should be used for an extension to the primary school. The development should incorporate an appropriate and dedicated access to the farm to the south and south-east of the School.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. The site lies in Flood Zone 1. Residual surface water should drain to Inskip Brook.
5. Inskip Brook is a designated Main River. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8

metres of the top of the bank of the watercourse.

6. The development should make land available for a new primary school or extension to the existing primary school; this will form part of the financial contribution towards education
7. Subject to viability the development of the site should include a small convenience store of not more than 500sq.m. gross.
8. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows.
9. The following should be taken into account in preparing a planning application:
  - a) That parts of the site are designated as a Mineral Safeguarding Area.
  - b) That the site may contain archaeological findings.

**Site SA1/12 – North of New Holly Hotel and Bodkin Cottage, Hollins Lane**

<b>Site Area:</b>	2.13 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	38 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. The site has outline planning permission for 38 dwellings (16/00835).

**Site Description**

This site is located to the west side of Hollins Lane and the east side of the A6 Preston Lancaster Road. It comprises pasture land bordered by hedges and trees. The field falls away towards the A6 highway to the west and north-west boundary.

**Key Development Considerations**

1. The development should be supported by a drainage strategy for the whole allocation to meet the needs of the development. Residual surface water should drain south to Laburnum nurseries and into Morecambe Bay via the River Cocker. A new drain under the A6 may be required.
2. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees.
3. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
4. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.

**Site SA1/13 – Land East of Hollins Lane, Hollins Lane**



<b>Site Area:</b>	2.47 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	51 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. The site has two outline planning permissions for 51 dwellings in total (15/00968 and 17/00233).

**Site Description**

The site comprises undulating agricultural grazing land gently rising from Hollins Lane in the west towards the line of the railway to the east.

**Key Development Considerations**

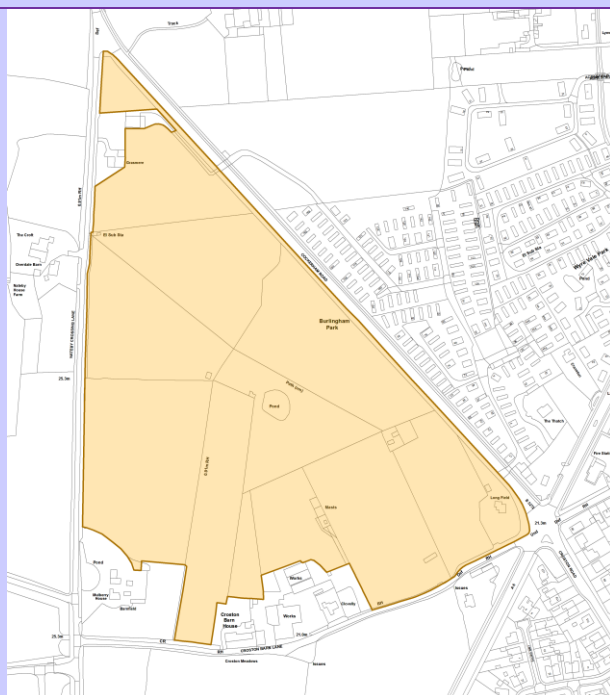
1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. The development should be supported by a drainage strategy for the whole allocation to meet the needs of the development. Residual surface water should drain towards

Laburnum nurseries and into Morecambe Bay via the River Cocker.

5. A contribution towards highway improvements along Hollins Lane is likely to be required.
6. The site is not covered by any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees.
7. The site lies adjacent to the West Coast Main Line which sits in a cutting forming the eastern boundary of the site. Regard should be had to the asset protection requirements of Network Rail, including the need for a Risk Assessment and Method Statement (RAMS) once any proposal has entered the development and construction phase for all works to be undertaken within 10m of the operational railway.
8. The presence of a Tree Preservation Order (reference 003/2016) covering trees within the boundary hedgerows must be taken into account in preparing a planning application



**Site SA1/14 – West of Cockerham Road, Garstang**



<b>Site Area:</b>	14.52 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	260 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period.

**Site Description**

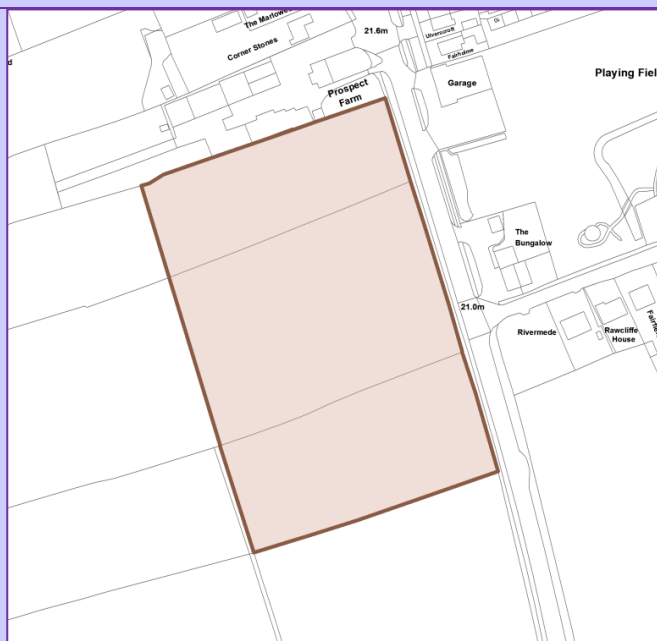
The site is located on the north western edge of Garstang and largely comprises a series of undeveloped fields, within a flat topography and bounded by hedgerows and trees. The site is located on a 5-way junction through which passes the route of the A6.

**Key Development Considerations**

1. The site should be brought forward in line with a masterplan to be produced covering the whole allocation. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an ‘organic’ extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.

4. Residual surface water should drain to the River Wyre.
5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and the presence of features such the pond, trees and hedgerows.
6. A Public Right of Way 2-8-FP 10 runs in a north west/south east direction across the site from Croston Barn Lane on the southern boundary of the site and should be incorporated into any future development.
7. The development should make land available for a new primary school which will form part of the financial contributions towards education. If the Local Planning Authority is satisfied that land is not needed as a result of approved school expansions to provide sufficient additional places at local primary schools to address the impact of the developments in Garstang and surrounding area, a contribution should be made towards the expansion of existing schools.
8. A financial contribution towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
9. The following should be taken into account in preparing the masterplan and planning application:
  - a) Telecoms infrastructure and overhead electricity infrastructure adjacent and in proximity to the site.
  - b) The site is within Source Protection Zone 3 of abstraction boreholes.

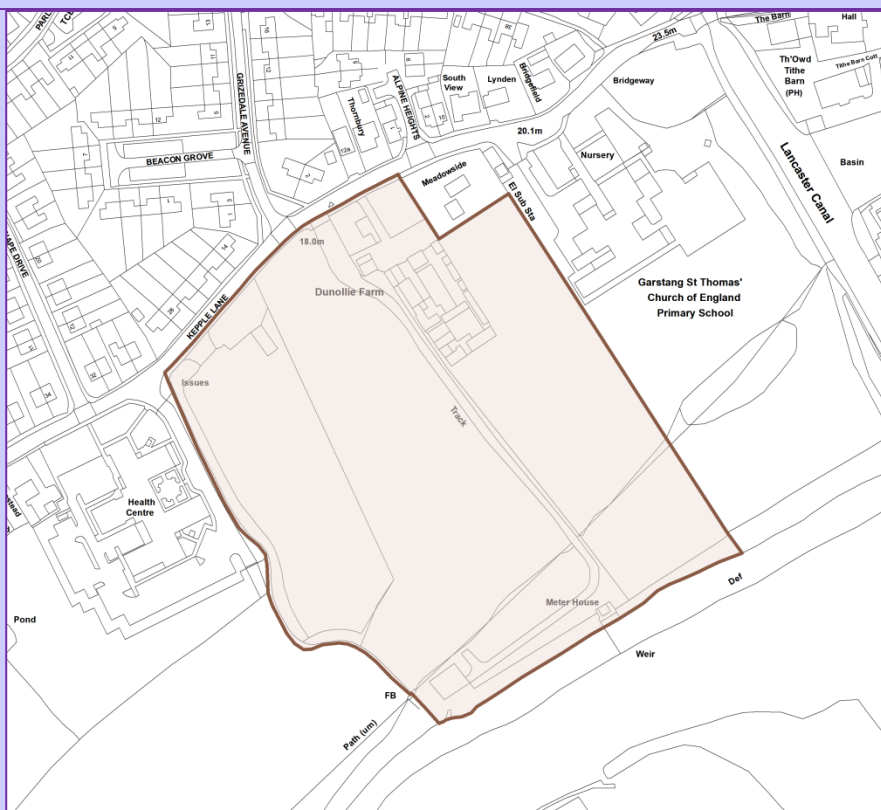
**Site SA1/15 - Land South of Prospect Farm, West of the A6, Garstang**



<b>Site Area:</b>	2.66 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	70 dwellings.
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period.
<b>Site Description</b>	
The site comprises open fields in a flat topography to the south west of Garstang off the A6.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The site should be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.</li> <li>2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>3. The design of the development should provide an ‘organic’ extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.</li> <li>4. Residual surface water should drain into the River Wyre via Ains Pool.</li> <li>5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and the presence of trees and hedgerows.</li> </ol>	

6. Improving pedestrian/cycle access to Garstang town centre across the A6 will be required.
7. A financial contribution towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
8. The inclusion of the site is within Source Protection Zone 3 of abstraction boreholes must be taken into account in preparing the masterplan or planning application.

**Site SA1/16 – South of Kepple Lane, Garstang**

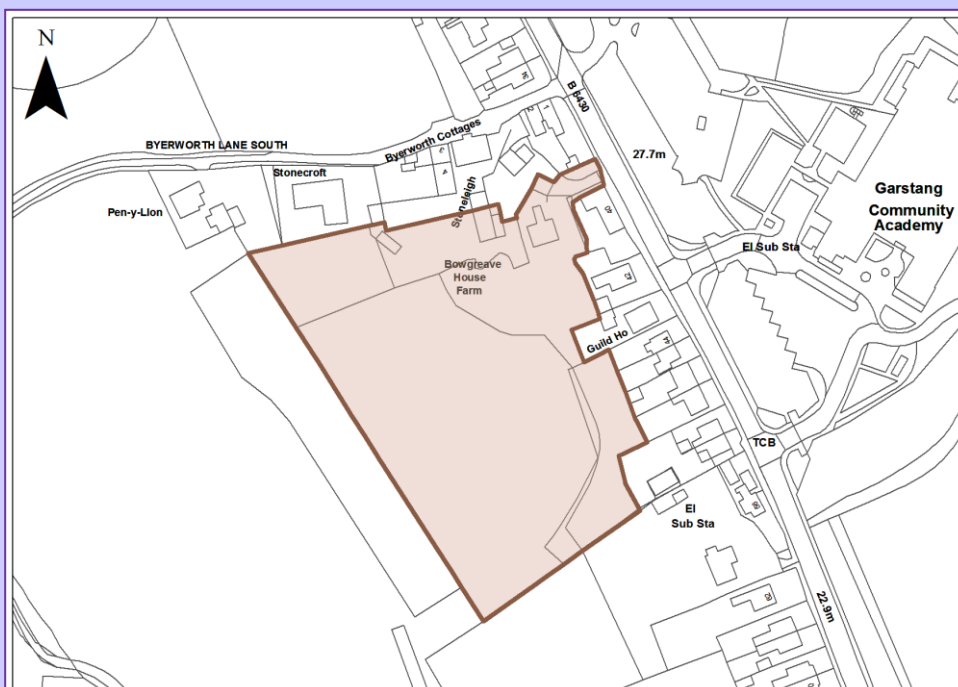


<b>Site Area:</b>	4.31 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	125 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has two outline planning permissions for 125 dwellings in total (14/00053 and 17/00579).
<b>Site Description</b>	
<p>The site comprises a showpersons yard, based around an area of hardstanding, grassland and a farm (farm buildings and field). To the south, the land drops sharply to the River Wyre whilst a local watercourse runs along the western boundary. There are a number of hedgerows and trees within and around the periphery of the site.</p>	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the allocation. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.</li> <li>2. Development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>3. The design of the development should provide an 'organic' extension to the town. It</li> </ol>	

should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.

4. The site lies predominantly within Flood Zone 1. The southern and western parts of the site are within Flood Zones 2 and 3. No housing will be permitted within Flood Zone 2 or 3.
5. Residual surface water should drain to the River Wyre.
6. The River Wyre along the southern boundary of the site is a designated Main River. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.
7. A public sewer runs through the site; No buildings should be erected within 3m of public sewer. An Environment Agency Flow Measurement Station and a United Utilities monitoring unit are present in the south of the site, adjacent to the River Wyre, and any development should ensure that the operation of these facilities is not compromised.
8. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of part of the site and important features such as hedgerows, trees and the bank of the River Wyre and the local watercourse.
9. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
10. It will be necessary to undertake appropriate ground investigation work to establish the presence of any ground gas or any ground contamination due to the natural strata or current and former uses and whether or not mitigation measures are required.
11. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Public Right of Way (2-12-FP 11) passes through the south of the site on a south west/north east axis.
  - b) That the site lies within Source Protection Zone 3 of abstraction boreholes.

**Site SA1/17 – Bowgreave House Farm, Bowgreave**



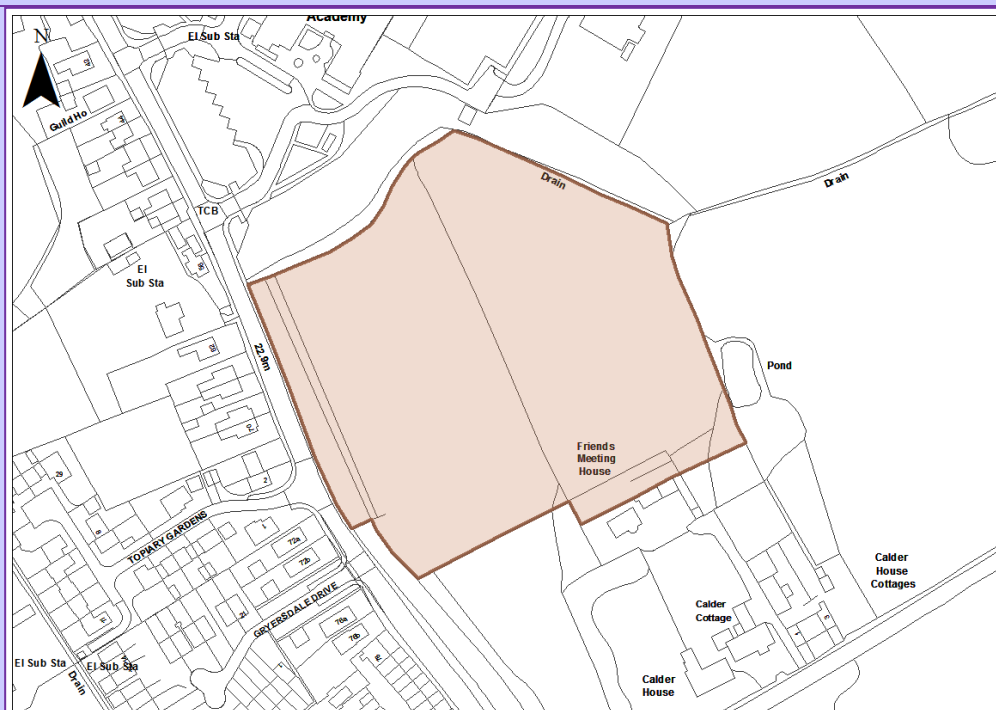
<b>Site Area:</b>	1.32 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	27 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has reserved matters planning permission (17/00013) for 28 dwellings, but also involves the demolition of the farmhouse. Net gain of 27 dwellings.
<b>Site Description</b>	
The site comprises a field, with commercial buildings associated with a meat wholesale business and a residential property (Bowgreave House Farm).	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>2. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.</li> <li>3. Residual surface water should drain to the River Calder utilising existing features such as ponds/soakaways/watercourse and surface SuDS.</li> <li>4. In order to achieve appropriate sightlines onto Garstang Road, off-site highway works</li> </ol>	

may be required.

5. A financial contribution towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy and any future updates of the Strategy, will be required.
6. The site includes an areas of made ground and an infilled pond. As such, completion of appropriate ground investigation work is required to establish the extent of any ground contamination and whether mitigation measures are required.
7. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of part of the site and features such as hedgerows, trees and ponds.
8. The site lies along the line of a Roman Road from Preston to Lancaster. Accordingly, appropriate archaeological investigation and, if necessary, mitigation will be required.
9. The inclusion of the site within Source Protection Zone 3 of abstraction boreholes must be taken into account in preparing a planning application.



**Site SA1/18 – Garstang Road, Bowgreave**

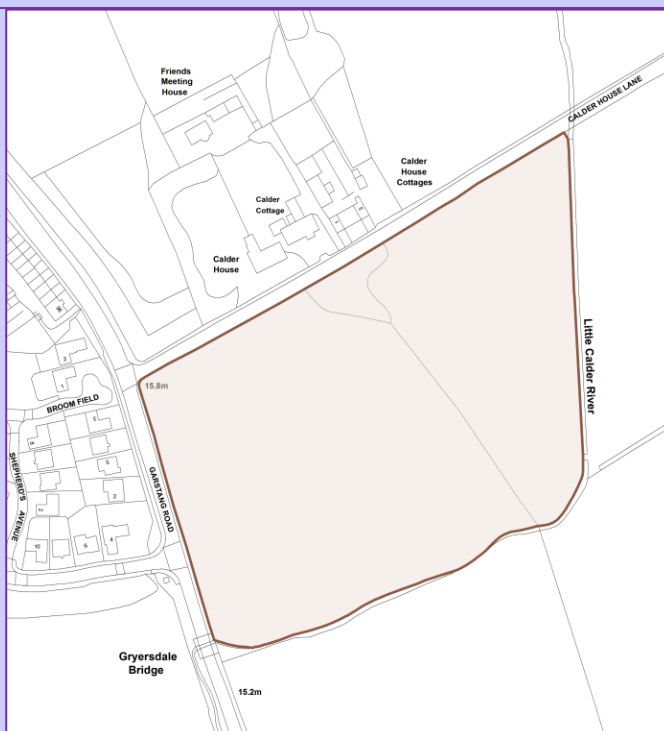


<b>Site Area:</b>	2.36 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	46 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It is subject to a resolution to grant outline planning permission for 46 dwellings (15/00420) subject to the signing of a S106 agreement.
<b>Site Description</b>	
The site comprises rough grassland off Garstang Road south of Garstang Academy and adjacent to the Friends Meeting House, a Grade II Listed Building.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>2. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.</li> <li>3. Residual surface water should drain into the River Calder via Little River Calder. Pumping should only be used as a last resort.</li> <li>4. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features</li> </ol>	

such as trees and hedgerows.

5. Completion of appropriate ground investigation work to establish the extent of any ground contamination and whether any mitigation measures are required due to the presence of a historic burial site associated with the Friends Meeting House and a former timber yard to the west of the site (now redeveloped). A watching brief during development of the site will be necessary. This should include a programme of gas monitoring.
6. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
7. The following should be taken into account in preparing a planning application:
  - a) The site lies within Source Protection Zone 3 of abstraction boreholes
  - b) The site lies to the north of the Grade II listed Friends Meeting House accessed from Calder House Lane.

**Site SA1/19 – Land South of Calder House Lane, Bowgreave**



<b>Site Area:</b>	3.69 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	45 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has outline planning permission for 45 dwellings (15/00928).

**Site Description**

The site comprises open farmland with a small area of trees off Calder House Lane. The Little Calder River forms the southern boundary.

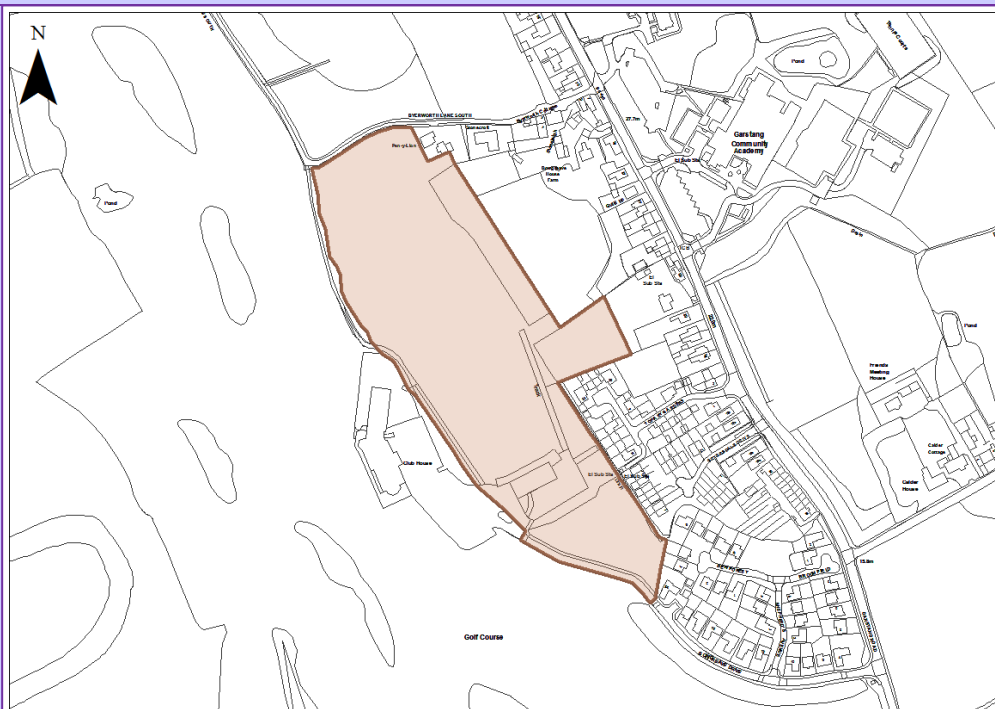
**Key Development Considerations**

1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
2. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
3. The site falls within Flood Zones 1, 2 and 3. No housing development will be permitted within Flood Zones 2 and 3.
4. Residual surface water drainage should drain into the River Calder via Little River Calder mimicking natural drainage.
5. The Little Calder River is a designated Main River. The prior written consent of the

Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse. An open space buffer should be provided to protect the watercourse from detrimental impacts.

6. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows, trees and the watercourse.
7. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
8. The following should be taken into account in preparing a planning application:
  - a) The majority of the site lies within a Mineral Safeguarding Area.
  - b) The site is within Source Protection Zone 3 of abstraction boreholes
  - c) The Friends Meeting House to the north of the site across Calder House Lane is a Grade II listed building.
  - d) A group of trees within the site boundary off Calder House Lane is protected by a Tree Preservation Order.

**Site SA1/20 – Garstang Country Hotel and Golf Club, Garstang Road, Bowgreave**

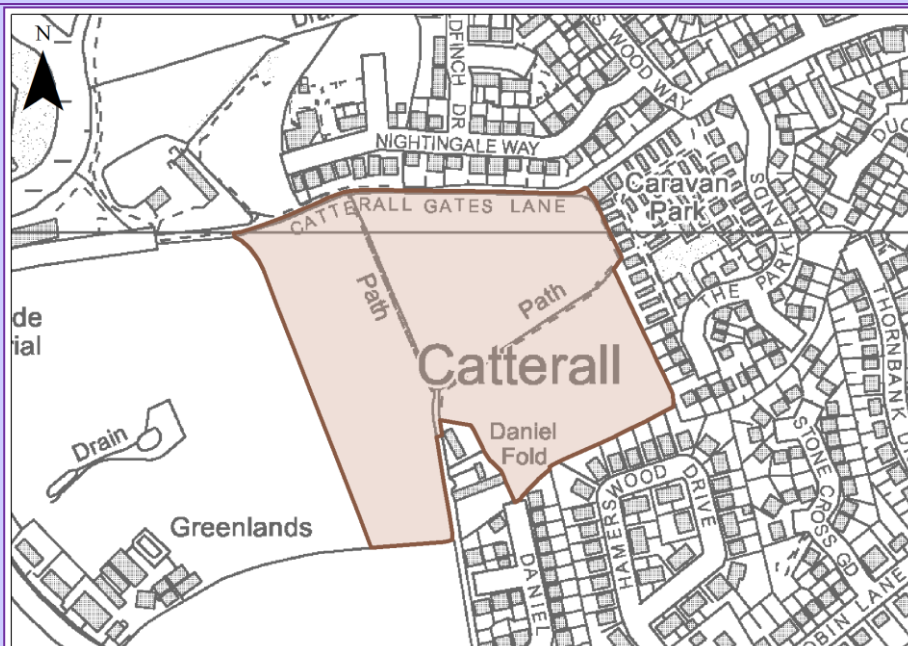


<b>Site Area:</b>	4.70 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	95 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has outline planning permission for 95 dwellings (15/00891).
<b>Site Description</b>	
The majority of the site is in use as a golf driving range itself part of a wider area forming Garstang Golf Club.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The site to be brought forward in line with a masterplan to be produced covering the whole allocation. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.</li> <li>2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>3. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.</li> <li>4. Residual surface water should drain into the River Calder via existing watercourses mimicking natural drainage and utilising natural features surface SUDs and open</li> </ol>	

space.

5. The site does not have any nature conservation designations and it is not within close proximity of any sites designated for their nature conservation value. Potential ecological impacts should be considered due presence of features such as trees and hedgerows.
6. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
7. Completion of appropriate ground investigation work to establish the extent of any ground contamination and whether any mitigation measures are required due to current and former uses and possibility of made ground within the site. A watching brief during development of the site will be necessary.
8. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Public Right of Way (2-5-BW 29) runs along the northern boundary of the site along Byerworth Lane South.
  - b) The site is within a Source Protection Zone 3 of abstraction boreholes.
  - c) Two Tree Preservation Orders cover trees located along the access road and boundary trees located between the site and the adjacent Gryersdale Drive development.

**Site SA1/21 – Daniel Fold Farm, Daniel Fold Lane, Catterall**



<b>Site Area:</b>	5.02 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	117 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has reserved matters planning permission (16/00987) for 117 dwellings.

**Site Description**

The site comprises three agricultural fields with a farm track connecting the site with Daniel Fold Lane to the south. The topography of the site slopes gently from its highest point in the south east corner to its lowest point at the North West corner.

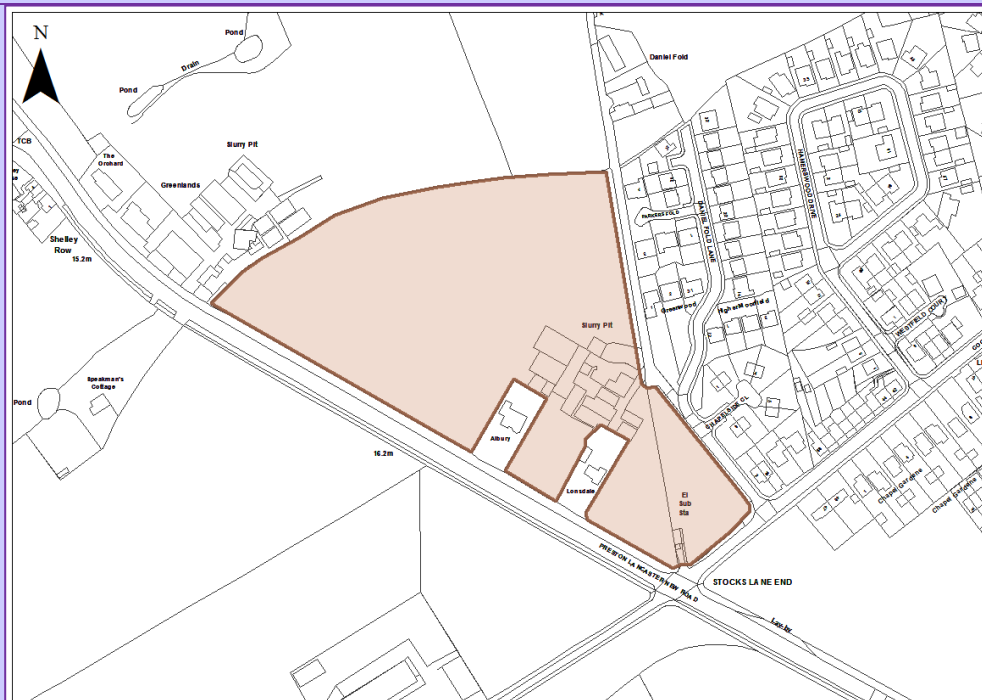
**Key Development Considerations**

1. The site to be brought forward in line with a masterplan to be produced covering the whole allocation. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an ‘organic’ extension to the village. It should utilise important key vistas into open countryside Particular attention should be given to the nature and quality of boundary treatments.
4. A small parcel in the north-west corner lies in Flood Zone 2. Housing will not be permitted within Flood Zone 2.

5. Residual surface water run-off should drain north into the River Wyre or Calder. If residual surface water drains south into the River Wyre via Yoad Pool a contribution towards improvements to the outfall will be required.
6. Vehicular access is to be taken from Daniel Fold Lane using the existing farm access track which is required to be widened to form a 5.5 metre wide carriageway with 2 metre wide footways on both sides and connecting to the existing pedestrian footway on the west side of Daniel Fold Lane.
7. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
8. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and the presence of features such as hedgerows and trees.
9. Completion of appropriate ground investigation works to establish the extent of any ground contamination and whether any mitigation measures are required due to the presence of two nearby landfill sites. A watching brief during development of the site will be necessary.
10. The perimeter wall of the former mill (now occupied by Lodge Park and Flower Fields developments) on the eastern boundary has local historical interest and should be retained and incorporated into any future development.
11. The following should be taken into account in preparing the masterplan and planning application:
  - a) The site lies within Source Protection Zone 2 and Zone 3 of abstraction boreholes.
  - b) Trees on the south eastern boundary of the site are covered by a Tree Preservation Order (TPO 008).
  - c) The site is crossed by Public Right of Way (PROW) Footpath 2-9-FP 11 running in a north/south orientation from Catterall Gates Lane along the proposed site access at Daniel Fold and onto Daniel Fold Lane. PROW 2-9-FP 10 runs through the southern portion of the site boundary of the site whilst Catterall Gates Lane itself is a Bridleway (2-9-BW 12).



**Site SA1/22 – Daniel Fold Farm Phase 2, Daniel Fold Lane, Catterall**



<b>Site Area:</b>	3.56 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	66 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It is subject to a resolution to grant outline planning permission for 66 dwellings and a medical centre (16/00144) subject to the signing of a S106 agreement.

**Site Description**

The site comprises farmland with farm buildings accessed from Daniel Fold Lane in the north eastern part of the site.

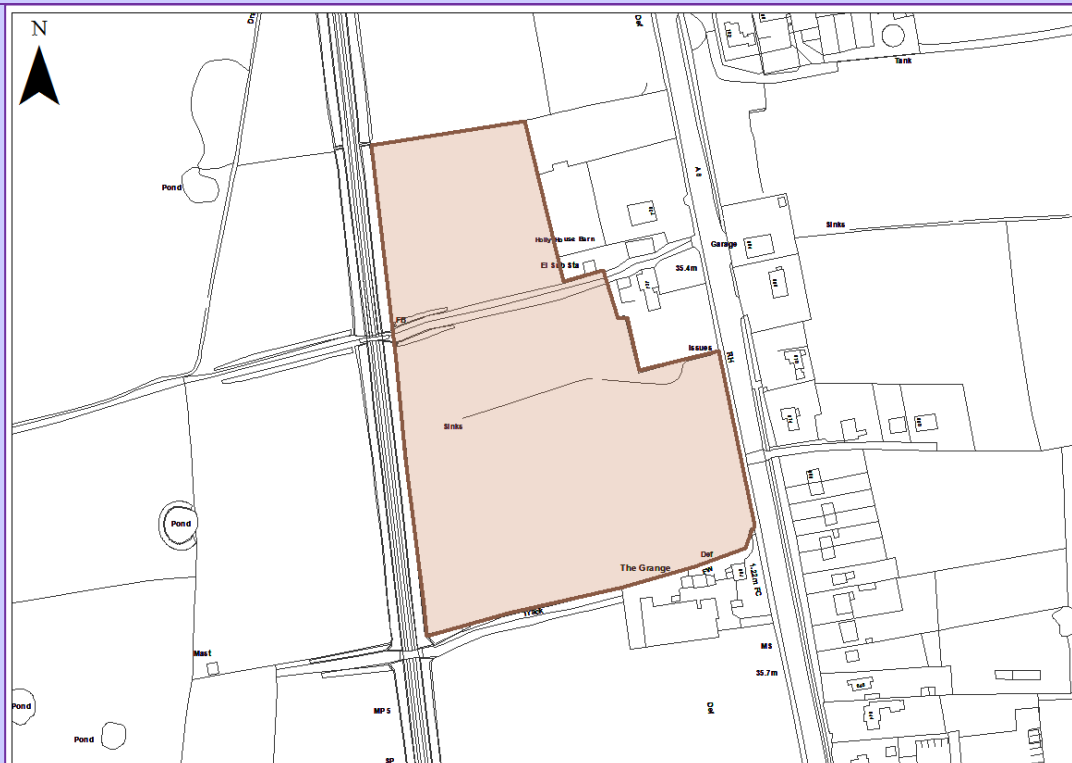
**Key Development Considerations**

1. The site to be brought forward in line with a masterplan to be produced covering the whole allocation. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an 'organic' extension to the village. It should utilise important vistas into the open countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. Residual surface water run-off should drain north into the River Wyre or Calder. If

residual surface water drains south into the River Wyre via Yoad Pool a contribution towards improvements to the outfall will be required.

5. A surface water pipe and a trunk main pipe run across the north-western edge of the site. A public sewer crosses the site. Development must ensure that necessary requirements for an appropriate buffer to either side are left clear.
6. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and the presence of features such as hedgerows and trees.
7. Completion of appropriate ground investigation work to establish the extent of any ground contamination and whether any mitigation measures are required due to current and former uses including a former landfill site to the north and sub-station. A watching brief during development of the site will be necessary.
8. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
9. The following should be taken into account in preparing the masterplan and planning application:
  - a) The site is underlain by a principal aquifer used for public water supply and lies within Source Protection Zones 1 and 2 of abstraction boreholes for potable water.
  - b) Two public rights of way run along the boundaries of the site, one to the north/north-west (2-9-FP 9) and one along Daniel Fold Lane and the track along the eastern frontage (2-9-FP 10).
  - c) A grade II listed Medieval cross base on the A6 is located at the western end of the northern boundary.

**Site SA1/23 – Land off Garstang Road, Barton**



<b>Site Area:</b>	3.65 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	72 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It has outline planning permission for 72 dwellings and up to 320sq. m. (gross) retail floorspace (16/00625).

**Site Description**

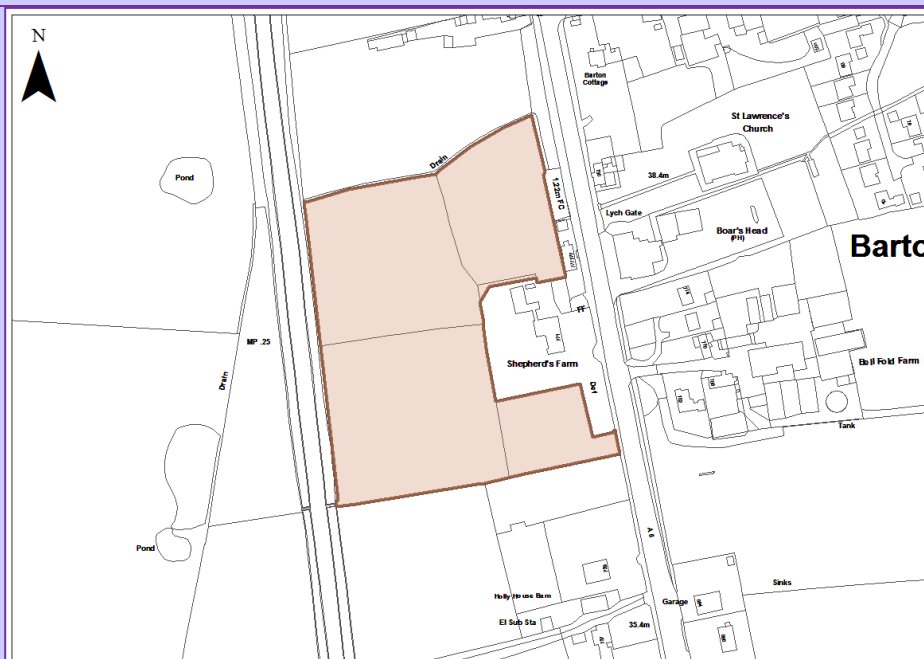
The site comprises two fields largely defined by hedgerows and including some trees. The site slopes gently from east to west with small areas of raised ground adjacent to the rail line.

**Key Development Considerations**

1. The site to be brought forward in line with a masterplan to be produced covering the whole allocation. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
3. The design of the development should provide an ‘organic’ extension to the village. It should utilise important vistas into the adjoining open countryside. Particular attention should be given to the nature and quality of boundary treatments.

4. Residual surface water should drain into the canal via existing watercourses mimicking natural drainage and utilising natural features surface SUDs and open space.
5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows, trees and pond.
6. A non-designated heritage asset in the form of an ancient monks track crosses the site. An appropriate archaeological investigation and, if necessary, mitigation will be required.
7. The West Coast Main Line runs along the west boundary of the site.
8. A public sewer crosses the site. Development must ensure an appropriate easement from the central line of the sewer. Alternatively the sewer can be diverted.
9. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
10. Development of the site should include a small convenience store of 280 sq.m net sale area .
11. The following should be taken into account in preparing the masterplan and planning application:
  - a)The site is within a Source Protection Zone 3 of abstraction boreholes.
  - b)The West Coast Main Line runs along the west boundary of the site.
  - c)The site is crossed by Public Right of Way Footpath 2-17-FP 23 which runs in an east/west orientation from the A6 to the railway line in the north of the site.

**Site SA1/24 – Land Rear of Shepherds Farm, Barton**



<b>Site Area:</b>	2.35 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	34 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It is subject to a resolution to grant outline planning permission for 34 dwellings (16/00807) subject to the signing of a S106 agreement.

**Site Description**

The site comprises agricultural land with established hedgerows incorporating some trees along the northern, southern and western boundaries. The land is generally level.

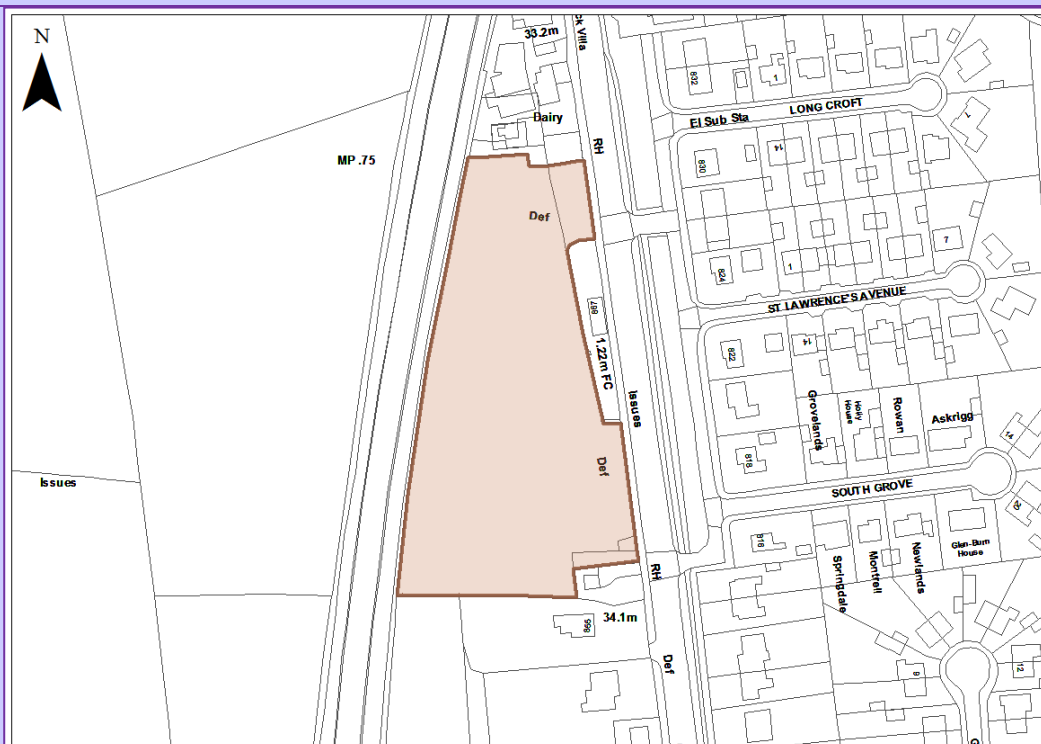
**Key Development Considerations**

1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
2. The design of the development should provide an 'organic' extension to the village. It should utilise important vistas into the adjoining open countryside. Particular attention should be given to the nature and quality of boundary treatments.
3. Residual surface water should drain into the canal via existing watercourses mimicking natural drainage and utilising natural features surface SuDs and open space.
4. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows, trees and watercourse.
5. A financial contribution is required towards Primary Sustainable Transport which

includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.

6. The following should be taken into account in preparing a planning application:
  - a) The site is within a Source Protection Zone 3 of abstraction boreholes.
  - b) Two trees on the eastern boundary are protected with a Tree Preservation Order.
  - c) The West Coast Main Line runs along the west boundary of the site.

**Site SA1/25 – Land Rear of 867 Garstang Road, Barton**



<b>Site Area:</b>	0.93 Hectares
<b>Use:</b>	Housing
<b>Site Capacity:</b>	26 dwellings
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. It is the subject of a full planning application (16/00090) for 26 dwellings which has a resolution to approve subject to the signing of a S106 agreement.
<b>Site Description</b>	
A generally level site of open countryside with the land falling slightly to a central depression. The land is situated south of an existing dairy with residential properties to the east and south and the main west coast railway line to the west. An existing drainage ditch lies along the southern boundary with another short section along the mid-eastern edge of the site. Hedgerows, with some trees, line the east, west and southern boundaries.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.</li> <li>2. The design of the development should provide an 'organic' extension to the village. It should utilise important vistas into the adjoining open countryside. Particular attention should be given to the nature and quality of boundary treatments.</li> </ol>	

3. Residual surface water should drain into the canal via existing watercourses mimicking natural drainage and utilising natural features surface SUDs and open space.
4. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows and trees.
5. The site lies adjacent to the West Coast Main Line which sits in a cutting forming the western boundary of the site. Regard should be had to the asset protection requirements of Network Rail.
6. A public sewer crosses the site. No development should be built within a 3 metre buffer of the central line of it; alternatively the sewer must be diverted.
7. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
8. The following should be taken into account in preparing a planning application:
  - a) An area of potential dumping to the north of the site which may require further investigation.
  - b) The site lies within a Source Protection Zone 3 of abstraction boreholes.



### 9.3 Employment Development

9.3.1 The ability of businesses to remain competitive and grow is important for the local economy in Wyre. Business growth should not be frustrated by lack of suitably identified land for employment (B-class) development. Business growth is necessary for job creation and often for securing existing jobs. The Local Plan ensures that there is a diverse portfolio of development land in all three sub-markets areas which is available to accommodate different types of businesses.

9.3.2 The allocations identified in policy SA2 together with land identified in Policies SA3 and SA4 will provide the majority of the Local Plan housing requirement. These policies identify suitable and deliverable land towards meeting the Borough’s employment OAN over the Local Plan period.

#### SA2 Employment Development

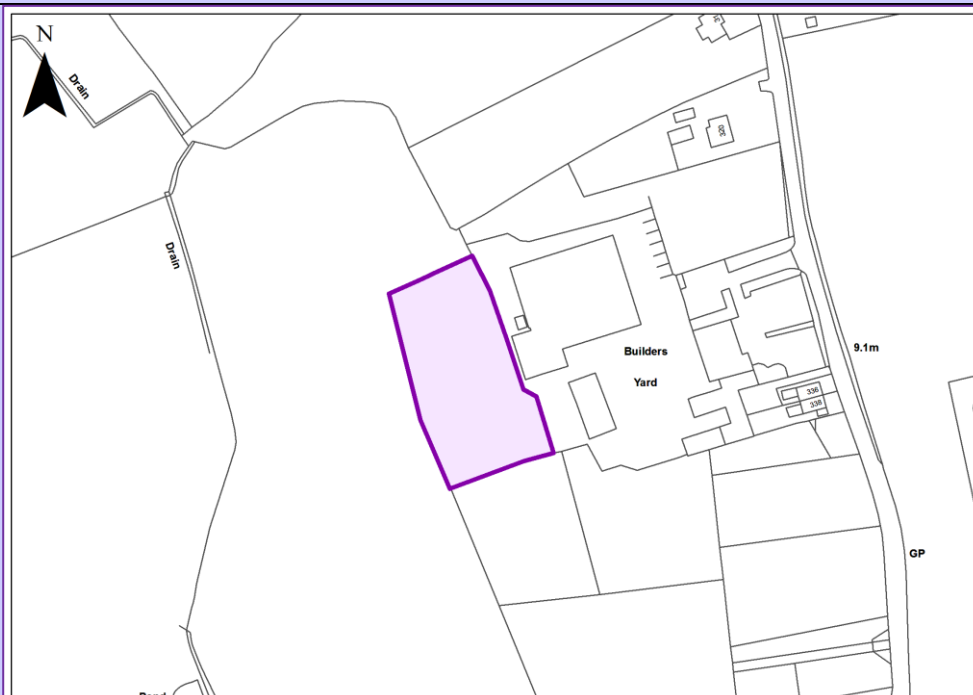
The following sites, shown on the adopted Policies Map, are allocated for employment development (Use Classes B1, B2 and B8) within the Plan period, subject to the Key Development Considerations set out below.

Site Ref	Site	Hectares
SA2/1	Carrfield Works, Preesall Hill	0.34
SA2/2	Riverside Industrial Park Extension, Catterall	3.42
SA2/3	South of Goose Lane, Catterall	1.00
<b>Total</b>		<b>4.76</b>



Hillhouse Technology Enterprise Zone, Thornton

### Site SA2/1 – Carrfield Works, Park Lane, Preesall Hill



**Site Area:** 0.34 Hectares

**Use Class:** B1, B2 and B8 Employment

**Site Delivery:**

It is considered that the site can be delivered within the plan period. The whole site has the benefit of full planning permission for a B8 storage unit (planning reference 16/01054).

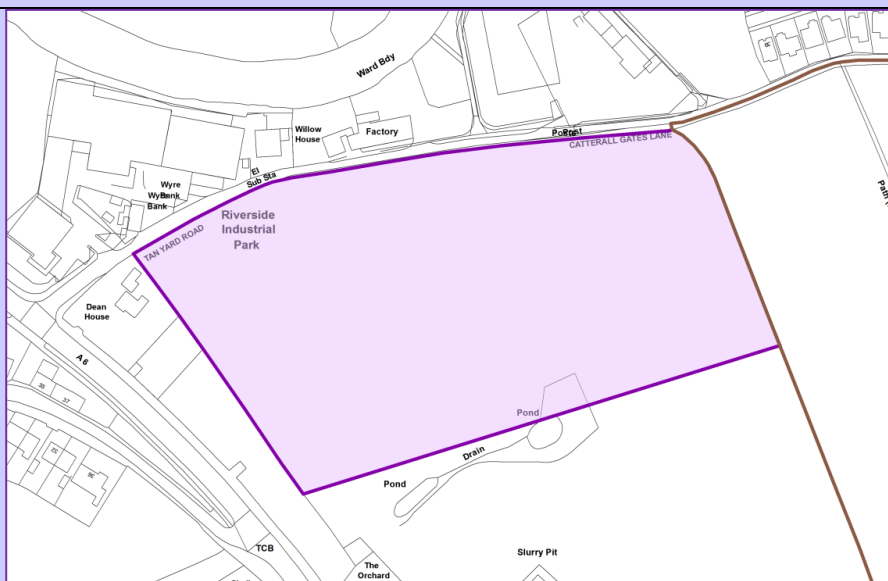
**Site Description**

The site is greenfield and located to the west of the existing Carrfield Works, off Park Lane, (B5377) at Preesall Hill.

**Key Development Considerations**

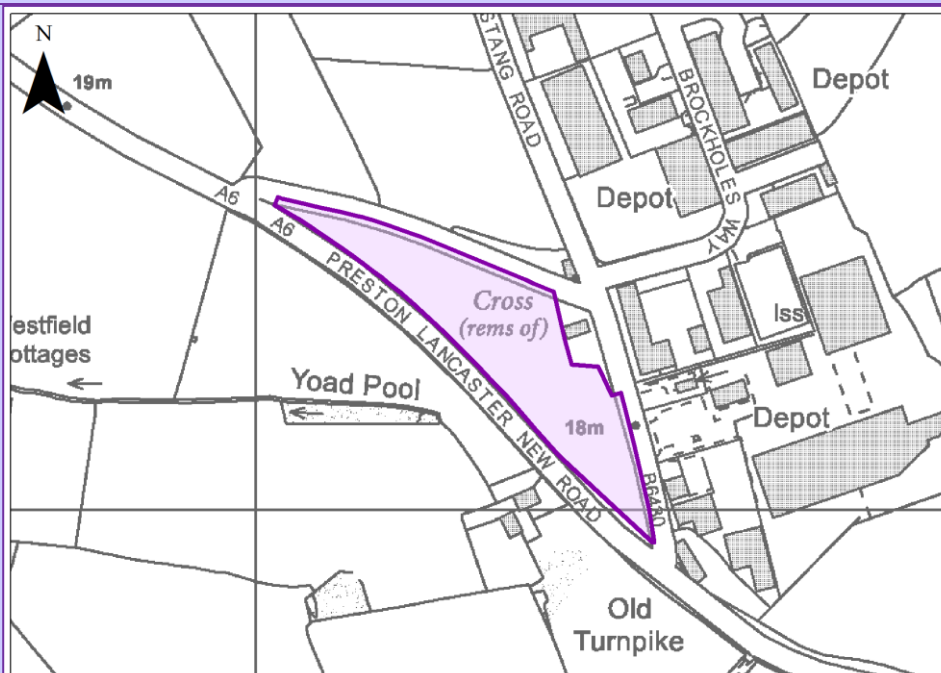
1. The site is in a rural location outside any defined settlement boundaries. Development must be appropriate in nature and scale to the rural location of the site.
2. The site is not covered by any ecological or environmental designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows and trees.
3. Residual surface water should drain into the existing system at Carrfield works.

**Site SA2/2 – Riverside Industrial Park Extension, Catterall**



<b>Site Area:</b>	3.42 Hectares
<b>Use Class:</b>	B1, B2 and B8 Employment
<b>Site Delivery:</b>	The site is expected to be fully delivered in the Plan period. The whole site has the benefit of outline planning permission for B2 industrial building (planning reference 16/00955).
<b>Site Description</b>	
The site comprises greenfield land on the south side of Tan Yard Road. An established industrial park is located on the north side Tan Yard Road in close proximity to the A6.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. Off-site highway works to the Tan Yard Road/ A6 junction may be required to provide adequate access arrangements, including the achievement of appropriate visibility splays.</li> <li>2. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy.</li> <li>3. The site is not covered by any ecological or environmental designations. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows and trees on the along the boundaries of the site.</li> <li>4. A small part of the site lies in Flood Zone 2 and 3 where no buildings will be permitted. Residual surface water should drain to the River Wyre.</li> </ol>	

### Site SA2/3 – South of Goose Lane, Catterall



<b>Site Area:</b>	1 Hectares
<b>Use Class:</b>	B1, B2 and B8 Employment
<b>Site Delivery:</b>	The site can be delivered within the plan period. It is subject to outline planning application (planning reference 16/00513) for 1 hectare of employment which has a resolution to approve subject to the signing of a S106 agreement.

#### Site Description

This is a greenfield site located between Preston Lancaster New Road (A6), Garstang Road (B6430) and Goose Lane. Access to the site is from Garstang Road.

#### Key Development Considerations

1. The site is not covered by any ecological or environmental designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees.
2. A High Pressure gas pipeline run east – west across the southern part of the site. Health and Safety Executive Consultation Zones need to be taken into account.
3. Three united utilities pipelines also run east – west across the site, to the north and south. Proposals will need to ensure necessary buffers are maintained.
4. Residual surface water should drain to the River Wyre via Yoad Pool/local watercourses. A financial contribution towards improvements to the Yoad Pool outfall will be required.
5. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy.

6. The following should be taken into account in preparing a planning application:
  - a) The site is underlain by a principal aquifer used for public water supply and lies within Source Protection Zones 1, 2 and 3 of abstraction boreholes for potable water.
  - b) A Grade II listed cross base is located to the north west of the site.

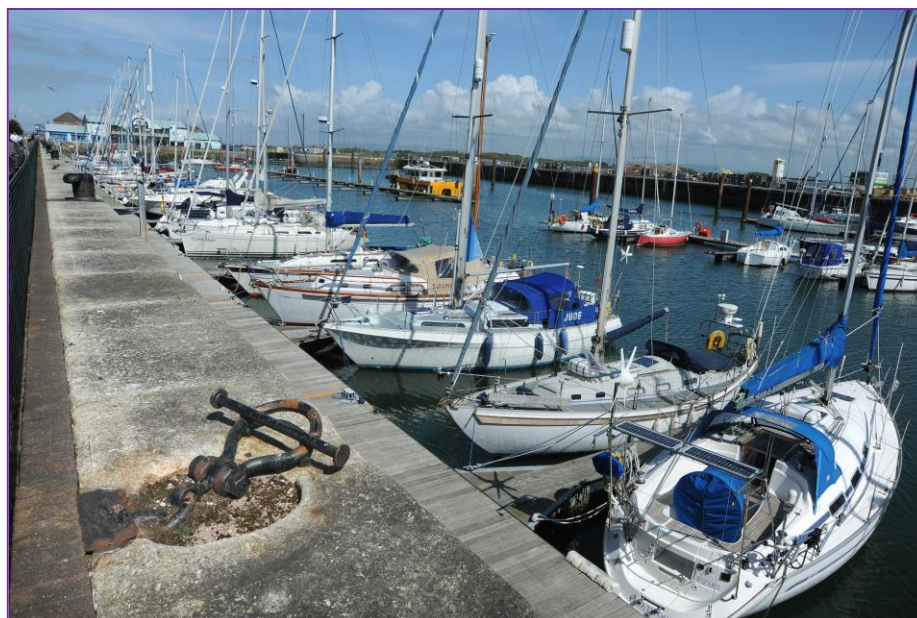
## 9.4 Mixed Use Development

9.4.1 Policy SA3 lists sites where the allocation would require the delivery of a mix of uses in order to ensure that growth in the particular settlement is sustainable. On all sites there is a requirement for the delivery of an element of employment. In relation to SA3/2 and SA3/4 there is a requirement to provide a local and neighbourhood centre respectively.

### SA3 Mixed Use Development

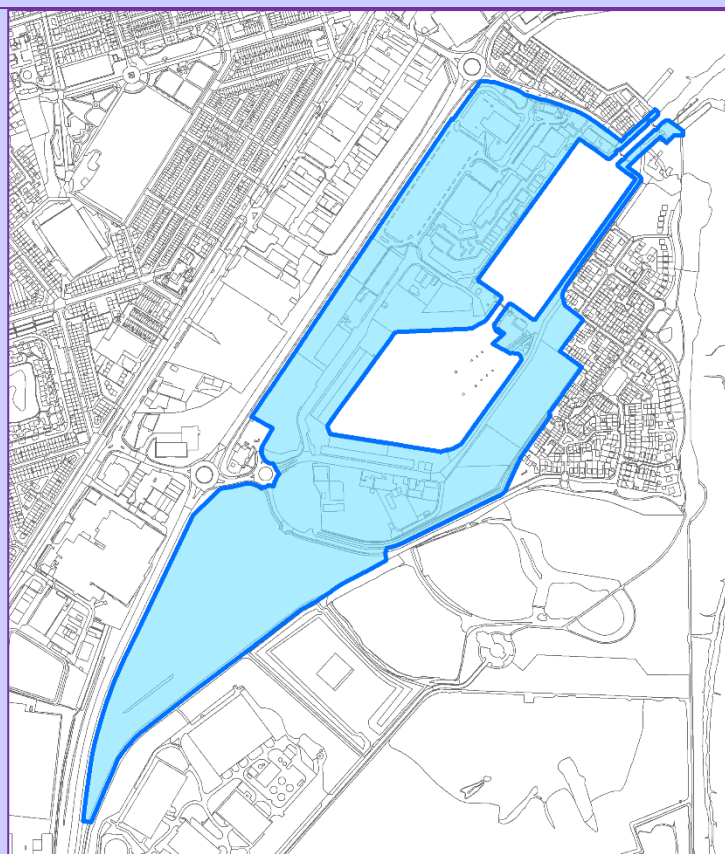
The following sites, shown on the adopted Policies Map, are allocated for mix residential and employment development (Use Classes B1, B2 and B8) within the Plan period, subject to the Key Development Considerations set out below for each site.

Site Ref	Site	Number of dwellings delivered by 2031	Total Site Capacity (dwellings)	Employment Land Hectares
SA3/1	Fleetwood Docks and Marina, Fleetwood	120	120	7.5
SA3/2	Joe Lane (Land Bounded by Garstang Road, A6 and Joe Lane)	242	242	0.95
SA3/3	Land West of Great Eccleston	568	568	1.0
SA3/4	Forton extension, Forton	310	310	1.0
SA3/5	Land West of the A6 (Nateby Crossing), Garstang	270	270	4.68
<b>Total</b>		<b>1,510</b>	<b>1,510</b>	<b>15.13</b>



Fleetwood Marina

**Site SA3/1 – Fleetwood Dock and Marina**



<b>Site Area:</b>	32.67 Hectares
<b>Proposed Uses:</b>	Housing, non-retail commercial, leisure, tourism and employment
<b>Housing Capacity:</b>	120 dwellings
<b>Employment Capacity:</b>	7.5 hectares (gross)
<b>Site Delivery:</b>	The site is expected to be fully developed within the Plan period.

**Site Description**

The site is previously developed and contains a range of existing uses that includes: Freeport Fleetwood Outlet Shopping Village; a marina; a dock; storage (for boats); existing industrial units that includes numerous fish and seafood processing units and Ice & Co. There are also other ancillary uses including offices, slipways etc. The site however includes extensive parcels of vacant land.

There is a resolution to grant planning application (15/00457) for a Fish Park on the southern extent of the site subject to a section 106 obligation.

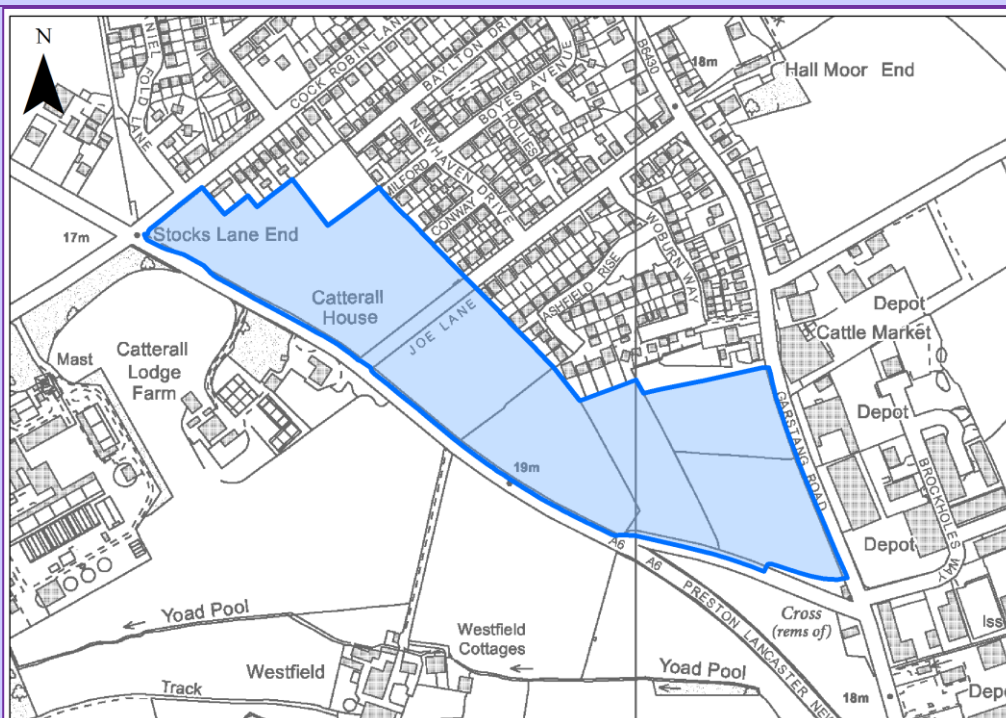
**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.

2. The Masterplan must secure the long term viability of fish and seafood processing industries through the creation of a bespoke Fish Park.
3. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site. Utilise important key vistas into the adjoining Wyre estuary.
4. The site lies predominately in Flood Zone 2 and 3. Mitigation measures will be required to ensure that the site is safe for the lifetime of the development. The results of the FRA must be used to take a sequential approach to site layout. Finished floor levels must be above the undefended appropriate design flood level plus an allowance for climate change for the life of the development. Where finished floor levels cannot be set above this level, the developer must state in their FRA why it is not possible and identify and implement flood proofing/resilience measures that will protect occupants and their property up to that floor level.
5. Residual surface water should drain to the River Wyre via the dock.
6. The prior written consent of the Environment Agency is required for any proposed works or structures in, under or within 16 metres of the quay wall.
7. Housing adjacent to the Waste Water Treatment Works will not be permitted.
8. The site is situated adjacent to the Wyre Estuary/Morecambe Bay which is a designated Special Protection Area (SPA), Ramsar Site and a Site of Special Scientific Interest (SSSI). A project level Habitat Regulation Assessment will be required and should have regard to the mitigation measures in the Habitats Regulations Assessment of the Local Plan.
9. A Biological Heritage Site is located within part of the south eastern extent of the site. Potential ecological impacts should be considered.
10. Completion of appropriate ground investigation work to establish the extent of any ground contamination and whether any mitigation measures are required due to current and previous uses on the site.



**Site SA3/2 – Joe Lane, Catterall**



<b>Site Area:</b>	9.84 Hectares
<b>Use:</b>	Housing and Employment
<b>Housing Capacity:</b>	242 dwellings
<b>Employment Capacity:</b>	0.95 hectare
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period.

**Site Description**

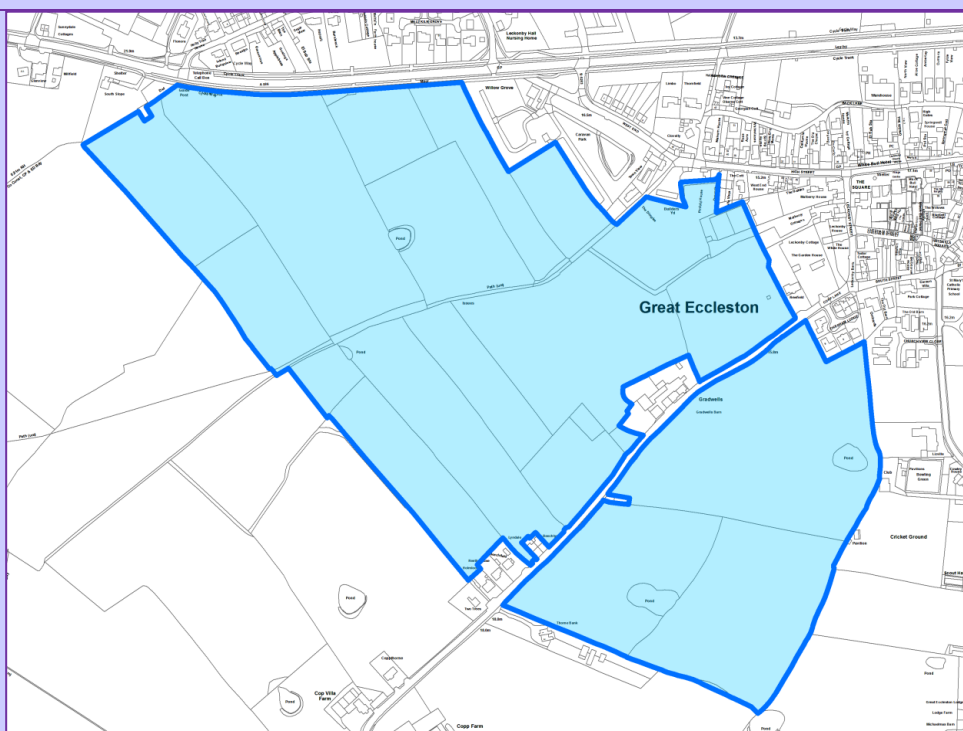
A generally level site of agricultural fields including a number of hedgerows within and on the edge of the site with a few trees randomly located throughout. Joe Lane bisects the site between the northernmost and mid-sector. The whole site has outline planning permission for housing, employment and a new village centre (15/00248) and reserved matters planning permission for 200 dwellings on part of the site (16/01065). Reserved matters planning permission has also been granted for the retail element of the development (17/00780).

**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the allocation. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.
2. The development must include a local centre to include a convenience store of not more than 500sqm (gross). Gross floor space within A - class uses at the local centre should not exceed 1500 m<sup>2</sup> and each individual unit should not exceed 500m<sup>2</sup> (gross).

3. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site.
4. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into open countryside Particular attention should be given to the nature and quality of boundary treatments.
5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees.
6. Residual surface water should drain to the River Wyre via local watercourses and Yoad Pool. A financial contribution towards improvements to Yoad Pool outfall will be required.
7. The development will require new access onto the A6 and Garstang Road (B6430) including an internal link road from the A6 to the B6430. The internal link road should be completed and operational before development at the southern end of the site is occupied. Improvements to the junction between Joe Lane and the A6 will be required.
8. A financial contribution is required towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
9. The following should be taken into account in preparing the masterplan and planning application:
  - a) A scheduled monument is situated in close proximity to the southern section of the site.
  - b) The site is underlain by a principal aquifer used for public water supply and lies within Source Protection Zones 1, 2 and 3 of abstraction boreholes for potable water.

**Site SA3/3 – Land West of Great Eccleston, Great Eccleston**



<b>Site Area:</b>	33.70 Hectares
<b>Use:</b>	Housing and Employment
<b>Housing Capacity:</b>	568 dwellings
<b>Employment Capacity:</b>	1 hectare
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. Land to the east of Copp Lane has full planning permission for 90 dwellings (planning reference 16/00973) and outline planning permission for a further 93 dwellings (16/00650).

**Site Description**

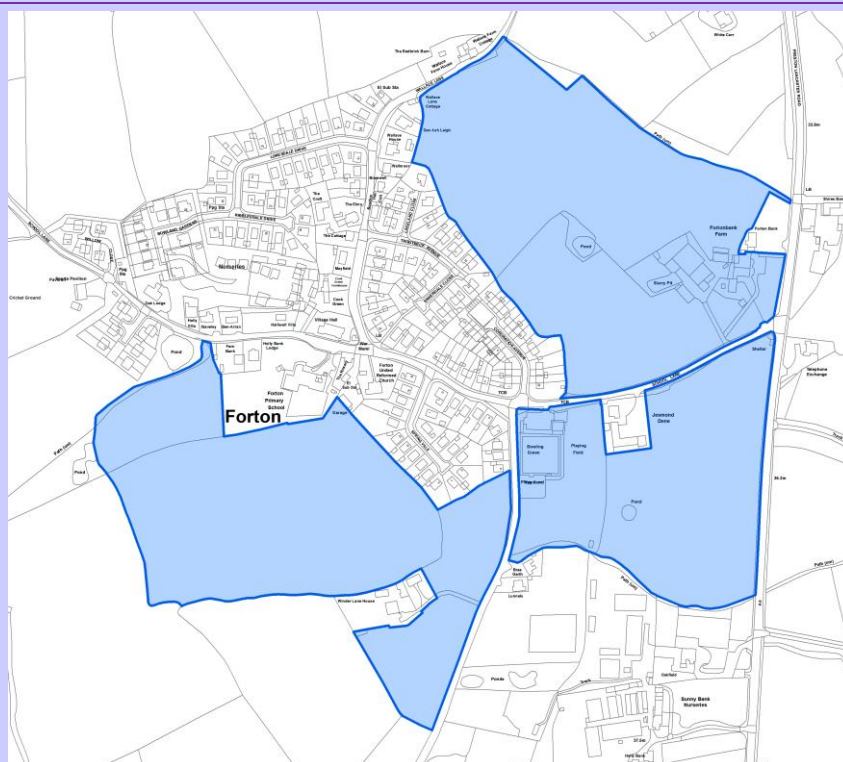
The site consists of agricultural land in a fairly flat landscape straddling Copp Lane to the south west of Great Eccleston. The village cricket ground and bowling green are located to the east of the site. The site includes a number of hedgerows, trees, ponds and a public footpath.

**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. A through vehicular route from Copp Lane to the A586 will be required.
3. Development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site and in particular with the village centre.

4. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
5. Residual surface water should drain into the River Wyre (near Cartford Bridge) via Thistleton Brook and existing watercourses. Improvements to existing watercourses will be required.
6. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows, trees and ponds. A project level Habitat Regulation Assessment (HRA) may be required.
7. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
8. The development should include a new primary school, health centre, community hall and a small local convenience store of not more than 400 sq.m gross floor area. The location of these facilities should be determined through the masterplan to maximise their accessibility by new and existing residents and the benefits of co-location such as shared car parking.
9. A Dovecote situated within the site to the north of Copp Lane is Scheduled Monument and Grade II listed building. An appropriate buffer will be required to protect its setting.
10. The site contains overhead electricity infrastructure, including pylons. Statutory safety clearances between overhead lines, the ground, and built structures should not be infringed.
11. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Grade II listed Pinfold (Pound) is located on the eastern edge of the site (south of High Street) and the Grade II listed Church of St Anne, is located south of the site at Copp.
  - b) A Public Right of Way (2-13-FP 11) runs east to west through the site to the north of Copp Lane.

**Site SA3/4 – Forton Extension, Forton**



<b>Site Area:</b>	19.50 Hectares
<b>Use:</b>	Housing and Employment
<b>Housing Capacity:</b>	310 dwellings
<b>Employment Capacity:</b>	1 hectare
<b>Site Delivery:</b>	The site is expected to be fully delivered within the plan period.

**Site Description**

The site consists of four parcels of land of varying topography to the east and south of the village and are mostly in agricultural use. The allocation includes the village bowling green, pavilion and play area at the junction of School Lane and Winder Lane. The site includes a number of hedgerows, trees, ponds and public rights of way.

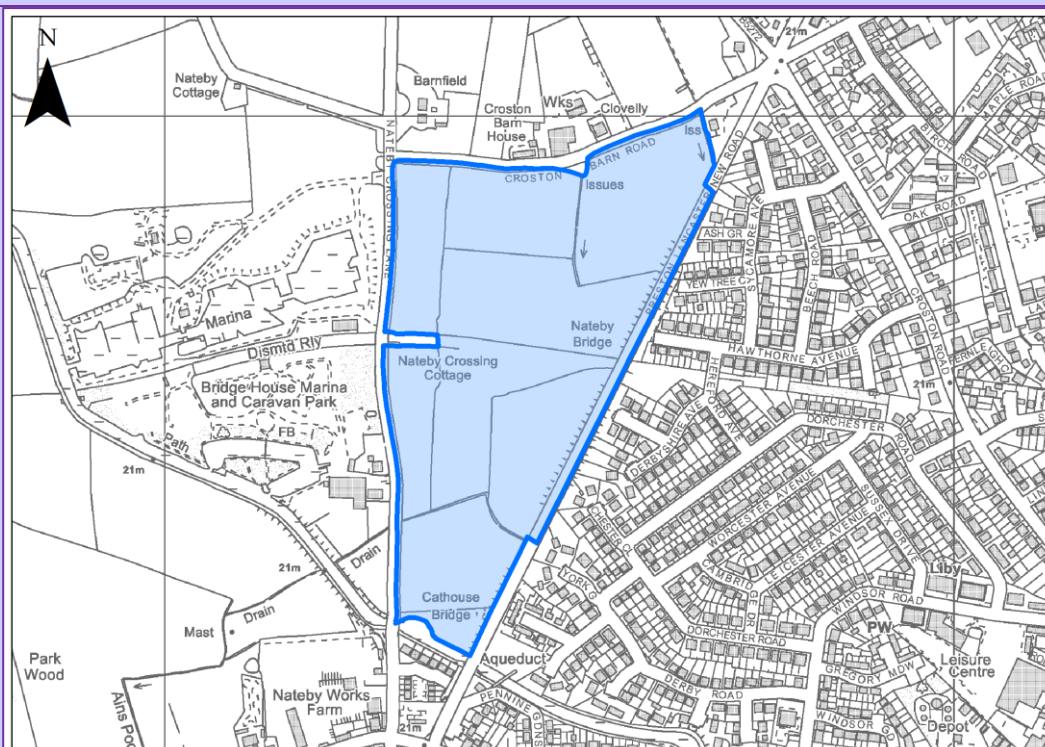
**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site. The masterplan should ensure unfettered access between the various parcels and prevent the formation of ‘ransom strips’.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible

outside the site.

3. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments. A landscape buffer along the A6 will be required.
4. The development should be supported by a drainage strategy for the whole allocation to meet the needs of the development. Residual surface water should drain to Morecambe Bay via the River Cocker.
5. The 1 hectare of employment land should be located to the east of Jesmond Dene (existing employment).
6. The development should make land available for the extension of the local primary school which will form part of the financial contribution towards education.
7. The development should include a neighbourhood centre that incorporates a small local convenience store of not more than 500 sq.m. gross floor area, a community hall and a health facility if required. The location of these facilities should be determined through the masterplan to maximise their accessibility by new and existing residents and the benefits of co-location such as shared car parking.
8. The allocation includes a recreation ground. Any redevelopment of the recreation ground in whole or in part must ensure its replacement within the allocation (in an appropriate location) with no net loss of the overall site area or facilities.
9. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows, trees and ponds.
10. High pressure gas pipelines run underground both north and west of the allocation. Parts of the allocation lie within the Health and Safety Executive Consultation Distance of these pipelines. Regard should be had to the advised Consultation Zone restrictions and advice from National Grid in designing and implementing the masterplan and individual development proposals.
11. The following should be taken into account in preparing the masterplan and planning application:
  - a) Parts of the site lies within designated Mineral Safeguarding Areas within the Joint Lancashire Minerals and Waste Local Plan.
  - b) Part of the site lies adjacent to Forton United Reform Church and associated structures which are Grade II listed buildings.
  - c) The site is within a Source Protection Zone 3 of abstraction boreholes.
  - d) A number of Public Rights of Way traverse the site (2-11-FP 2, 2-11-FP 7, 2-11-FP 12).
  - e) Above ground telephone infrastructure is present within the site.

**Site SA3/5 – Land West of the A6, Garstang**



<b>Site Area:</b>	16.64 Hectares
<b>Use:</b>	Housing and Employment
<b>Housing Capacity:</b>	270 dwellings
<b>Employment Capacity:</b>	4.68 hectares
<b>Site Delivery:</b>	The site is expected to be fully delivered within the Plan period. The whole site has outline planning permission for housing and employment (14/00458).

**Site Description**

The site comprises agricultural land intersected by hedgerows, lines of trees and some fencing to the west of Garstang. Part of the site to the north is currently operated as a logging processing business. The site gradually slopes down from the north-western corner towards the A6 with overall level difference of some 7 metres. There is banking along the A6 where it bridges over the former railway line that bisects the sites east/west.

**Key Development Considerations**

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal

and informal play and pedestrian and cycle connectivity within and where possible outside the site. A green link between the site and the town under the A6 should be provided.

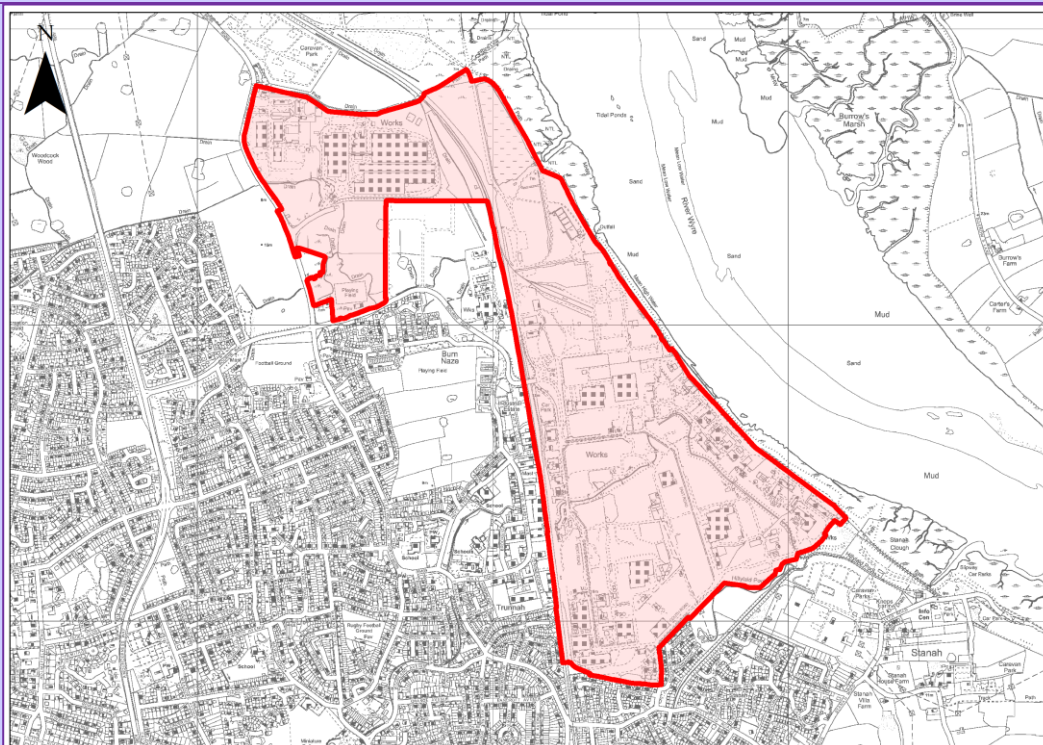
3. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.
4. The development should include a small convenience store of 280 sq.m net sales area.
5. Residual surface water should drain to the River Wyre via Ains Pool and the private culvert to the south east and the canal.
6. A financial contribution towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required.
7. The site does not have any nature conservation designations but Lancaster Canal Biological Heritage Site forms the southern boundary of the site. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows, trees, ponds and field drains. An appropriate landscape buffer will be required along the canal.
8. Completion of appropriate ground investigation work to establish the extent of any ground contamination including the presence of landfill gas and whether any mitigation measures are required due to the presence of historic landfill (railway embankment and filled ponds). A watching brief during development of the site may be necessary.
9. An overhead cable runs north/south towards the eastern boundary and two large diameter drains and a water main cross the site. Access strips will be required.
10. The following should be taken into account in preparing the masterplan and planning application:
  - a) A Public Right of Way (2-8-FP 10) runs northward from Croston Barn Lane at the north-eastern corner of the site.
  - b) The site is located on principal and secondary aquifers within Source Protection Zone 3.
  - c) Cathouse Bridge adjacent to the southern end of the site is a Grade II listed structure.
  - d) Part of the site falls within designated Mineral Safeguarding Area within the Joint Lancashire Minerals and Waste Local Plan.
  - e) A number of trees along Nateby Crossing Lane boundary and within the site are the subject of a Tree Preservation Order.



## 9.5 Hillhouse Technology Enterprise Zone

9.5.1 Hillhouse Technology Enterprise Zone is a strategic site on the Fylde Coast and a key area for new employment opportunities in Wyre over the Local Plan period. Policy SA4 requires the delivery of at least 13 hectares for B-class uses and 250 dwellings toward meeting identified employment and housing needs.

### Site SA4 – Hillhouse Technology Enterprise Zone, Thornton



#### Site Description

The site is the former ICI chemical production facility located adjacent to the Wyre Estuary in Thornton. The site contains a range of existing businesses and extensive parcels of vacant land.

Site Area:	137.75 Hectares
Site Delivery:	The site is expected to be fully developed within the Plan period

Hillhouse Technology EZ is a sub regionally significant employment area on the Fylde Coast which will also contribute to local employment needs. It has the potential to accommodate a diverse range of businesses, in particular within the chemical and advance manufacturing and energy sectors.

This site is to be brought forward in line with a masterplan for the Enterprise Zone to be produced covering the whole of the designated Area. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.

The site must deliver 250 dwellings and at least 13 hectares of employment development within use classes B1, B2 and B8. Other complementary commercial uses including an element of small convenience A1 retail store of not more than 400 sq.m. to support the residential and employment development would be acceptable.

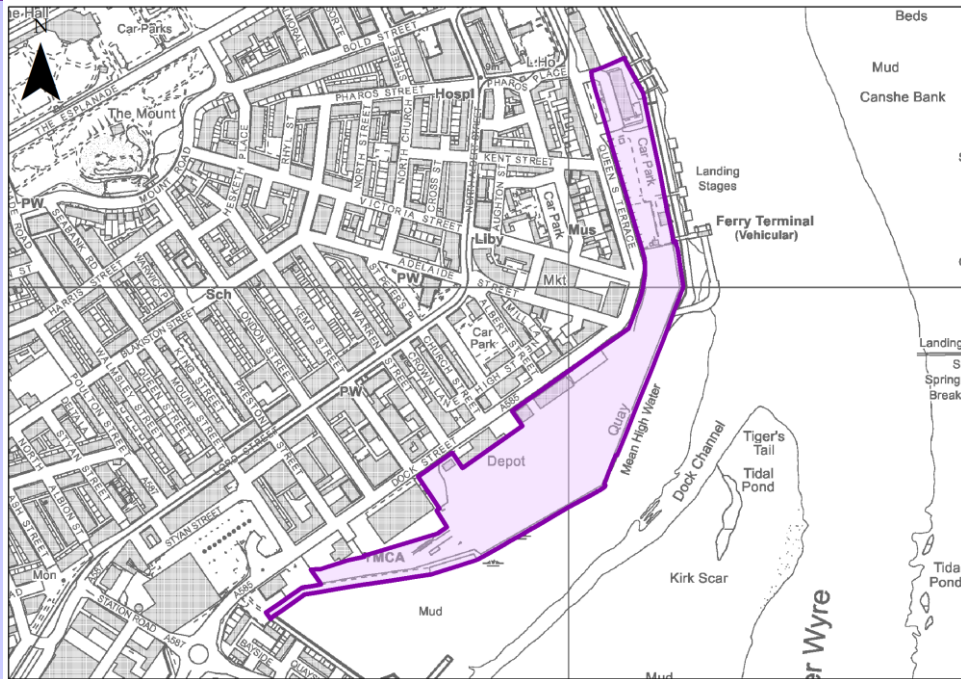
### Key Development Considerations

1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, and pedestrian and cycle connectivity within and where possible outside the site.
2. The site is situated adjacent to the Wyre Estuary/Morecambe Bay Special Protection Area (SPA) which is also a designated Ramsar Site and Site of Special Scientific Interest, (SSSI). Three Biological Heritage Sites, (BHS) are located to the north, west and east of the site. Potential ecological impacts should be considered due to the location of site adjacent to the SPA/Ramsar/SSSI, the presence of three BHSs and other features such as ponds and watercourses. A project level Habitat Regulation Assessment (HRA) will be required and should have regard to the mitigation measures in the Habitats Regulations Assessment of the Local Plan.
3. The site is located in Flood Zone 2 and 3. Mitigation measures are required to ensure that the site is safe for the lifetime of the development. The results of the FRA must be used to take a sequential approach to site layout. The FRA must also consider the risk results from a breach at the tidal river embankment adjacent to the lagoon areas. Development must contribute to improvements of this embankment in accordance with EA's Wyre Urban Core Strategy (2013). Finished floor levels must be above the undefended appropriate design flood level plus an allowance for climate change for the life of the development. Where finished floor levels cannot be set above this level, the developer must state in their FRA why it is not possible and identify and implement flood proofing/resilience measures that will protect occupants and their property up to that floor level.
4. Residual surface water run-off should drain direct to the River Wyre via Springfield in the north and Royles Brook in the south.
5. Springfield and Royles Brook are both designated Main Rivers. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the watercourse and 16 metres of the estuary flood defences. An open space buffer should be provided to protect the watercourse from detrimental impacts.
6. The site is previously developed and there is the potential for ground and water contamination. A desk study will be required followed, if necessary, by more detailed site investigation.
7. The relocation of the Thornton-Cleveleys Football Club on the new Poolfoot Farm must be completed before development on the present ground takes place.
8. The Public Right of Way (2-4-FP 13) along the eastern boundary of the site adjacent to the Wyre Estuary and along the northern boundary of the site must be taken into account in preparing the masterplan and planning application.

## 9.6 Fleetwood Port

9.6.1 The Port at Fleetwood ceased operations in 2010 when ferry operator Stena left the Fleetwood site. The Port at Fleetwood remains however a designated port and represents a unique asset in Wyre and the wider Fylde Coast offering the opportunity for a greater diversity in the job offer at Fleetwood and Wyre but also on the Fylde Coast sub-region. The Local Plan aims to support and stimulate port related activity and employment development and bring back into use the Port.

### Site SA5 – Port of Fleetwood, Fleetwood



#### Site Description

The site is the former Ro-Ro ferry terminal located at the mouth of the River Wyre and retains its Port designation. The site is previously developed and consists of hard standing.

<b>Site Area:</b>	7.6 Hectares
<b>Site Delivery:</b>	It is expected that the Port Related operations will resume on the site within the plan period and the site will be fully delivered.

The Port of Fleetwood as shown on the adopted Policies Map is safeguarded for port related development. Other employment development within use class B1, B2 and B8 will be permitted where it is demonstrated that the development would benefit from the specific port location and it will not prejudice the long term operation of the Port.

The site must deliver at least 7 hectares of port related / development within use class B1, B2 and B8.

Other non-retail commercial and residential development will be supported where it is demonstrated that it will not prejudice the long term operation of the Port.

#### Key Development Considerations

1. The site lies within Flood Zone 3. Mitigation measures are required to ensure that the site is safe for the lifetime of the development. The results of the FRA must be used to take a sequential approach to site layout. Finished floor levels must be above the

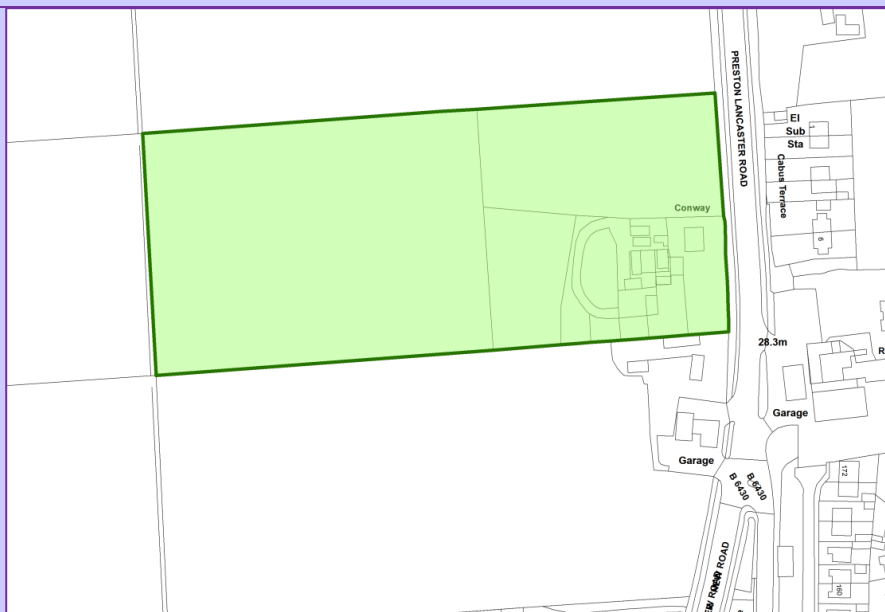
undefended appropriate design flood level plus an allowance for climate change for the life of the development. Where finished floor levels cannot be set above this level, the developer must state in their FRA why it is not possible and identify and implement flood proofing/resilience measures that will protect occupants and their property up to that floor level. Any development must ensure that the outer revetment acting as flood defences is maintained. A financial contribution towards monitoring of the estuary mudflats will be required. Residual surface water should drain to the River Wyre.

2. The River Wyre and Copse Brook are designated Main Rivers. The prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the edge of the Copse Brook Culvert and 16 metres from the top of the bank/quay wall or landward top of the Environment Agency flood defences of the tidal River Wyre. An open space buffer should be provided to protect the watercourse from detrimental impacts.
3. Developments should make provision for pedestrian and cycle links to Fleetwood Town Centre and the local highway network.
4. The site is previously developed and there is the potential for ground contamination. A desk study will be required followed, if necessary, by more detailed site investigation.
5. The following should be taken into account in preparing a planning application:
  - a) The Fleetwood Conservation area is located to the north of the site. The site is also located within the vicinity of numerous listed buildings.
  - b) A Public Right of Way (2-1-FP 5) runs along the southern, eastern and northern boundary of the site and partially crosses the site.
  - c) The site lies adjacent to the Wyre Estuary/Morecambe Bay which is a designated Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI).

## 9.7 Travelling Showpeople Site

9.7.1 Gypsies and Travellers and Travelling Showpeople have specific accommodation requirements. The evidence shows that the Local Plan need to make provision for 20 plots to meet accommodation needs for Travelling Showpeople for the period up to 2031. No need has been identified in Wyre for Gypsy or other type of Traveller accommodation. Policy SA6 allocates land at north Garstang for Travelling Showpeople.

### Site SA6 – Land at Conway, West of the A6, Garstang



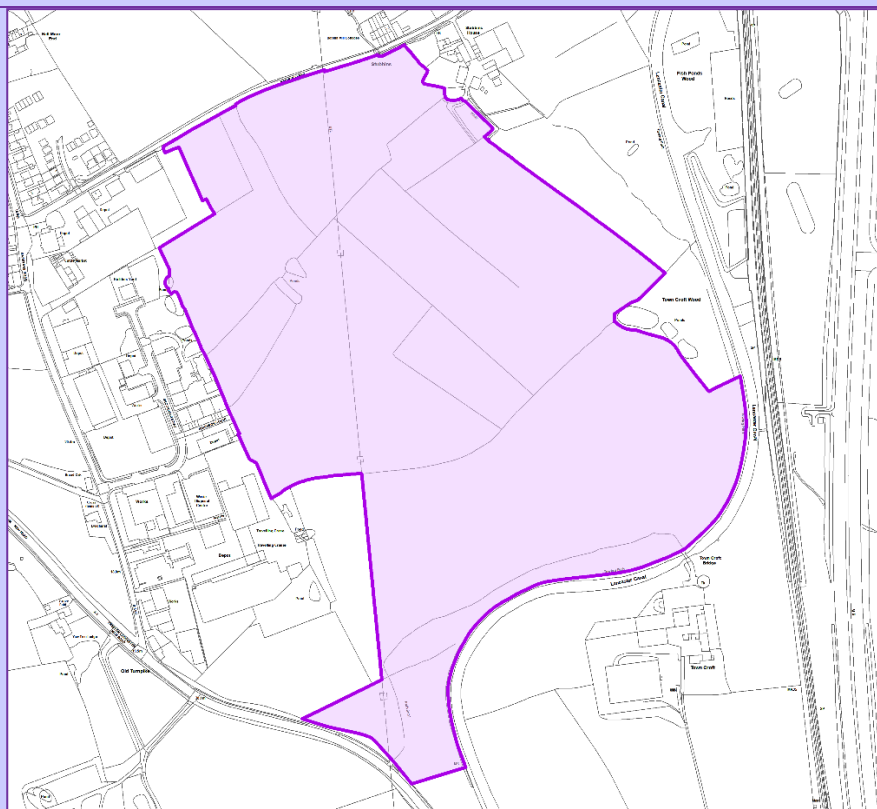
<b>Site Area:</b>	2.43 Hectares
<b>Use:</b>	Travelling Showperson Yard
<b>Site Capacity:</b>	20 plots
<b>Site Delivery:</b>	The site is expected to be delivered within the plan period.
<b>Site Description</b>	
A flat rectangular site situated on the north western boundary of Garstang and comprising a residential property, associated outbuildings and large field.	
<b>Key Development Considerations</b>	
<ol style="list-style-type: none"> <li>1. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on site open space, formal and informal pedestrian and cycle connectivity within and outside the site.</li> <li>2. Surface water should drain to the River Wyre via local watercourses which forms the western border of the site.</li> <li>3. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the presence of features such trees, hedgerows and watercourse.</li> <li>4. The following should be taken into account in preparing a planning application: <ol style="list-style-type: none"> <li>a) Telecoms and overhead electricity infrastructure is present within and in proximity to the site.</li> </ol> </li> </ol>	

- b) The site is within Source Protection Zone 3 of abstraction boreholes.
- c) A 375mm combined sewer runs north to south through the centre of the site.

## 9.8 Development Opportunity

9.8.1 The site identified in Policy SA7 will form an expansion to Brockholes Industrial Estate. The site is heavily constrained and therefore there is no certainty for its delivery within the Local Plan period. It would be inappropriate to allocate the site towards meeting the identified employment OAN. The purpose of Policy SA7 is to establish the principle of employment development on this land and stimulate the market to resolve issues and bring forward the site. Any development on the site during the period up to 2031 will contribute towards the Local Plan employment land requirements.

### Site SA7 – Brockholes Industrial Estate Extension, Catterall



Site Area:	32.51 Hectares
Use Class:	B1, B2 and B8 Employment

#### Site Description

The site comprises greenfield land located to the east of an established industrial estate. It would provide an extension to the existing industrial estate.

#### Key Development Considerations

1. The allocation is B-class uses. Other non-retail commercial development will be acceptable if it is demonstrated that it would support delivery of B-class uses. Residential development will not be permitted.
2. The extension site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
3. Development should be supported by a landscape and green infrastructure framework incorporating structured tree planting and pedestrian and cycle

connectivity within and where possible outside the site.

4. Access to the A6 will need to be provided either through -
  - a) The existing industrial estate onto Garstang Road (B6430) with improvements to the A6/B6430 junction, or
  - b) Direct access from the southern extent of the site onto the A6.
5. The Lancaster Canal is located to the eastern and southern edge of the extension site. An appropriate landscape buffer will be required.
6. The site does not have any nature conservation designations but the adjoining Lancaster Canal is a designated Biological Heritage Site. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows, trees and ponds.
7. A High Pressure gas pipeline runs north – west across the site and three united utility pipelines run east – west across the southern part of the site. A high voltage electricity pylon crosses the site in a north – south direction. Development need to ensure that any easements Health and Safety Executive Consultation Zones requirements are met.
8. A small area of the site to the north is within Flood Zone 2 and 3 where built development will not be permitted.
9. Residual surface water should drain direct to the canal.
10. The following should be taken into account in preparing the masterplan and planning application:
  - a) The site is within Source Protection Zones 2 and 3 of abstraction boreholes.
  - b) Some trees on the site are protected by Tree Preservation Orders.
  - c) Stubbins Bridge and Town Croft Bridge over the canal are both Grade II buildings to the North East and South of the site.
  - d) Part of the site area is designated as Mineral Safeguarding Areas within the Joint Lancashire Minerals and Waste Local Plan.



**Cover Page**  
**[Monitoring the Local Plan]**

## 10 Monitoring the Local Plan

**10.1.1** A key feature of the Local Plan is its successful implementation of a coherent, robust and flexible monitoring process that will enable Wyre Council to respond quickly to changing circumstances. This enables different parts of the plan to be updated as and when needed.

**10.1.2** The main mechanism for monitoring the performance and effects of the Local Plan will be through the Authority's Monitoring Report (AMR). The Localism Act 2011 requires local authorities to prepare AMRs to assess the implementation of the Local Development Scheme (LDS), and the extent to which policies and proposals set out in local development documents are being successfully implemented.

**10.1.3** The implementation of the Local Plan will be monitored through a schedule of **Performance Monitoring Indicators (PMI)** on an annual basis, as shown in table 10.1. These will provide an accurate indication of the performance of the Local Plan against the objectives and the local plan policies having regard to a realistic assessment of the available sources to Wyre Council. The site allocation policies will be monitored via the PMIs. Through the monitoring process, the AMR will identify any issues that need to be rectified, either by the local authority or its partners, to improve delivery. Ultimately, the AMR might recommend the need for a partial or full review of the Local Plan.

**10.1.4** As well as monitoring the objectives and local plan policies, the AMR will also monitor contextual information (e.g. population growth, age rates) for the district as a whole to review the baseline conditions in the borough to assess the extent that the local plan spatial strategy is being delivered, remains appropriate and is sustainable.

**10.1.5** The AMR will also monitor the indicators set out in the monitoring framework of the Local Plan Sustainability Appraisal which assesses the social, economic and environmental impacts of a plan and aims to ensure that sustainable development is at the heart of the plan-making process.

**10.1.6** The AMR will also monitor/review the progress against the Infrastructure Delivery Plan (IDP) and outline the council's actions under the Duty to Co-operate requirements with neighbouring authorities.

**10.1.7** As part of the plan, monitor and manage approach, the indicators and targets will be reviewed throughout the plan period to assess their suitability and so they remain appropriate. Additional indicators may also be included in the AMR which are not included in Table 10.1. It must be recognised that in relation to some indicators the impact of the local plan can only be determined after a number of years.

### 10.2 **Infrastructure Delivery Plan**

**10.2.1** A key part of implementing the Local Plan is ensuring that infrastructure is delivered alongside new development. An Infrastructure Delivery Plan (IDP) has been prepared collaboratively with infrastructure providers and has been published alongside the Local Plan which sets out what infrastructure is required and how it can be delivered. The IDP cannot be 'set in stone' at the outset and will be reviewed and updated as necessary to monitor the delivery of infrastructure. The Council will continue to work with service and infrastructure providers with the aim of ensuring the delivery of adequate infrastructure and services, to support development and achieve sustainable developments. As noted above the adequacy of infrastructure provision throughout the Plan Area will be the subject of regular monitoring and updating of the Infrastructure Delivery Plan.

### 10.3 Housing Implementation Strategy, (HIS)

10.3.1 The National Planning Policy Framework (NPPF) requires local planning authorities to set out a housing implementation strategy which demonstrates how a five-year supply of housing land is to be maintained in order to meet the required housing target.

10.3.2 The Council has prepared a HIS based on the Housing Background Paper<sup>46</sup> which will be updated annually at the end of the financial year. The HIS monitors housing land supply and delivery against the Local Plan housing requirement of 460 dwellings per annum. The HIS incorporates the housing trajectory and the 5 year housing land supply position.

### 10.4 Local Plan Review

10.4.1 The Local Plan makes provision for 96% of the identified housing objectively assessed need, (OAN). The main reason is the capacity of the local and strategic highway network to support development. Although the Local Plan and supporting IDP identifies a number of highway measures to support development, these can only support up to 96% of the identified housing OAN.

10.4.2 The Council is committed to undertaking an early partial review of the Local Plan as soon as possible after adoption to address the shortfall against the identified housing OAN, in accordance with Policy LPR1 below. This Local Plan includes sufficient land to meet identified needs in the first five years post adoption.

10.4.3 The Council will consider, and if appropriate widen, the scope of the partial review of the Local Plan, if there is evidence from the annual monitoring of Performance Monitoring Indicators (PMIs) that any targets are not being met.

10.4.4 In determining the scope of the partial review the Council will also consider the level of inconsistency between Local Plan policies and the revised NPPF published in July 2018. The partial review will seek to address any inconsistencies with the revised NPPF.10.4.5 The Council will revise the LDS to reflect Policy LPR1 below. Progress with regards to the timetable in the LDS will be monitored annually through the AMR.

#### LPR1 Wyre Local Plan Review

The Local Planning Authority will bring forward a partial review of the Plan with the objective of meeting the full Objectively Assessed Housing Needs. This will commence before the end of 2019 with submission of the review for examination by early 2022. Specific matters to be addressed by the review include the following:

1. An update of Objectively Assessed Housing Needs.
2. A review of transport and highway issues taking into account:
  - (i) housing commitments and updated housing needs;
  - (ii) implemented and committed highway schemes;
  - (iii) the scope for sustainably located sites where the use of sustainable transport modes can be maximised; and
  - (iv) the additional transport and highways infrastructure that will be needed to meet in full the updated Objectively Assessed Housing Needs.
3. Allocation of sites to meet the full Objectively Assessed Housing Needs taking into account 2. above.

<sup>46</sup> The Housing Background Paper was prepared to support the Local Plan and was submitted alongside the Local Plan.



**Table 10.1: Local Plan Performance Monitoring Indicators (PMI)**

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
<b>Objective 1</b>							
<b>PMI1</b>	Available employment land, by area (ha)	No target, monitor availability	1			1	Wyre Council
<b>PMI2</b>	Amount of gross employment land (Ha) and net floorspace (smq) developed, by type: a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) other	43 hectares	1, 2			1, 2, 3, 8	Wyre Council
<b>PMI3</b>	Amount of gross employment land (Ha) and net floorspace (sqm) with extant planning permission, by type: a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) other	To meet requirements	1, 2			1,2, 3, 8	Wyre Council
<b>PMI4</b>	Amount of gross employment land (Ha) and net floorspace (sqm) lost to alternative uses (non B use class): a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone (regarding employment sites only) d) other	No overall loss				1, 2, 3	Wyre Council
<b>PMI5</b>	Number of wards with LSOAs in bottom 10% most deprived for employment deprivation	Decrease over plan period	1, 2				Department for Communities and Local Government (DCLG)
<b>Objective 2</b>							

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
<b>PMI6</b>	Number, type and amount of financial contributions through CIL and/or S106 towards education	No Target. Monitor contributions	7				Wyre Council
<b>PMI7</b>	Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation	Decrease over plan period	1				Department for Communities and Local Government (DCLG)
<b>Objective 3</b>							
<b>PMI8</b>	5 year supply of deliverable housing	100% as set out in the latest HIS			1		Wyre Council
<b>PMI9</b>	Housing Trajectory: a) completions in previous years (since 2011) b) completions in reporting year c) extant planning permission from current year (up to 2031) d) managed delivery target	Meet local minimum target of providing 9,215 net new homes 2011-2031 (460 per annum)	1		1		Wyre Council
<b>PMI10</b>	Net additional dwellings on each housing allocation a) completions since 2011 b) with extant planning permission	Monitor take up against the housing trajectory as set out in the latest HIS	1		1		Wyre Council
<b>PMI11</b>	% and amount of affordable homes, by type and settlement: a) completed annually b) with extant planning permission c) financial contributions	Measure % against Local Plan Policy Standards, by settlement	1, 2, 7		3, 4		Wyre Council
<b>PMI12</b>	Percentage and number of major developments providing housing for older people and people with restricted mobility	20% of 20+ dwellings	1, 2		2		Wyre Council
<b>PMI13</b>	Net additional dwellings, by size, type and tenure: a) in current year b) with extant planning permission	Monitor take up/change			2		Wyre Council
<b>PMI14</b>	Amount of permanent and transit pitch provision for gypsies and travellers	Monitor take up	1, 2		8		Wyre Council
<b>PMI15</b>	Amount of permanent plot provision for travelling showpeople	To meet locally identified need (GTAA as minimum)	1, 2		8		Wyre Council

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
<b>PMI16</b>	Number of buildings converted in to Houses of Multiple Occupancy (HMOs)	Monitor take up			10		Wyre Council
<b>Objective 4</b>							
<b>PMI17</b>	Net additional retail floorspace developed, by type: a) in town centres b) in primary shopping areas c) in district, local and neighbourhood centres d) other	No Target. Monitor take up	2			4, 5, 6, 7, 8	Wyre Council
<b>PMI18</b>	Net additional retail floorspace with extant planning permission, by type: a) in town centres b) in primary shopping areas c) in district, local and neighbourhood centres d) other	No Target. Monitor take up	2			4, 5, 6, 7, 8	Wyre Council
<b>PMI19</b>	Changes to defined primary and secondary shopping frontages	Monitor change				6	Wyre Council
<b>PMI20</b>	Ground floor vacancy rates for Cleveleys, Fleetwood, Garstang, Poulton and Thornton	No Target. Monitor change	2			4	Wyre Council
<b>Objective 5</b>							
<b>PMI21</b>	Percentage of new dwellings approved within 1km of key services	Monitor take up	2				Wyre Council
<b>PMI22</b>	Number, type and amount of financial contributions through CIL and/or S106 towards health care	No Target. Monitor contributions	7				Wyre Council
<b>PMI23</b>	Number, type and amount of financial contributions through CIL and/or S106 towards other infrastructure	No Target. Monitor contributions	7				Wyre Council
<b>PMI24</b>	Number of community facilities, by type and settlement: a) completed annually b) with extant planning permission c) loss to alternative uses	No target. Monitor change				11	Wyre Council
<b>Objective 6</b>							
<b>PMI25</b>	Length of total and new dedicated pedestrian and	Increase	2, 7, 8	3, 6			Lancashire County

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
	cycle routes						Council (LCC)
<b>PMI26</b>	No. of developments receiving planning permission with agreed travel plan	No target		6			Wyre Council
<b>PMI27</b>	Number, type and amount of financial contributions through CIL and/or S106 towards highways	No Target. Monitor contributions	17	6			Wyre Council
<b>PMI28</b>	Percentage and number of new dwellings built within 1km of a bus stop	Monitor take up	2	6			Wyre Council
<b>Objective 7</b>							
<b>PMI29</b>	Number and change in areas of biodiversity, geological and landscape importance (i.e. loss or additions (ha) of AONB, SSSIs, GHS, BHS etc.)	No Loss (ha)	1, 2, 5	4			Wyre Council, Natural England (NE)
<b>PMI30</b>	Amount of new development within areas of biodiversity, geological and landscape importance: a) completed annually b) with extant planning permission	No development unless justified	1,2, 5, 7	4			Wyre Council
<b>PMI31</b>	Condition of SSSIs	95% of SSSIs in favourable or recovering condition	1, 2	4			Natural England (NE)
<b>PMI32</b>	Number of Biological Heritage Sites (BHS) under active management.	Monitor over plan period	1, 2	4			Lancashire County Council (LCC)
<b>PMI33</b>	Loss of the best and most versatile agricultural land*	No target. Monitor loss	1, 2	4			Wyre Council
<b>PMI34</b>	Gain/Loss/Number of: a) conservation Areas b) scheduled monuments c) listed buildings d) parks and Gardens	Monitor Change		5			Wyre Council
<b>PMI35</b>	Number of scheduled monuments and listed buildings considered to be at risk	No increase		5			Historic England's Buildings at Risk Register



Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
<b>Objective 8</b>							
<b>PMI36</b>	Number of new developments (by type) in the Green Belt: a) completed annually b) with extant planning permission	No development unless justified	2, 3				Wyre Council
<b>PMI37</b>	Number of new developments (by type) in the Countryside: a) completed annually b) with extant planning permission	No development, unless justified	1, 2, 4		4, 5, 6, 7	8	Wyre Council
<b>Objective 9</b>							
<b>PMI38</b>	Length of total and new dedicated public rights of way (PROW)	Increase	2, 7, 8	3, 4, 6			Lancashire County Council (LCC)
<b>PMI39</b>	Number of total and new green flag status parks	Increase over plan period	1, 2	4			Wyre Council
<b>PMI40</b>	Amount of Green Infrastructure lost to development (ha)	No Loss (ha)	1, 2	4	9		Wyre Council
<b>PMI41</b>	Amount of new green infrastructure (including public open space) provided through new development: a) on-site b) off-site contributions through CIL and/or S106 agreements	Monitor provision/contributions against Local Plan Policy Standards	1, 7, 8	3, 4	9		Wyre Council
<b>PMI42</b>	Number of open space sites above 80% quality score	Increase over plan period	1, 2	3, 4	9		Wyre Council
<b>PMI43</b>	Number of wards with LSOAs in the bottom 10% most deprived for health deprivation	Decrease over plan period	1, 2, 8				Department for Communities and Local Government (DCLG)
<b>PMI44</b>	Number of Health Impact Assessments (HIA)	Monitor take up	8				Wyre Council
<b>Objective 10</b>							
<b>PMI45</b>	Per capita amount of CO2 emissions in the LA area	No target, monitor change				12	Department of Energy and Climate Change (DECC)
<b>PMI46</b>	New renewable energy installations, by type (Feed in tariff in MW)	Increase	2			12	Department for Business, Energy & Industrial Strategy

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
							(BEIS)
<b>PMI47</b>	Number of Electric Vehicle Recharging Points	Increase over plan period	2	1, 6		12	Wyre Council
<b>Objective 11</b>							
<b>PMI48</b>	Number of planning permissions granted contrary to Environment Agency advice in areas at risk from flooding	None (0)	2	2			Environment Agency (EA)
<b>PMI49</b>	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds	None (0)	2	2			Environment Agency (EA)
<b>PMI50</b>	Upgrading of flood defences to 1 in 200 year standard at: 1) Rossall Hospital to Fleetwood Golf Course 2) Fleetwood Docks to Hillhouse 3) Hillhouse to Stanah	Anticipated Completion by 1) 2018 2) 2021 3) 2021	2, 7	2			Wyre Council
<b>PMI51</b>	Number of planning permissions incorporating SuDS	No Target. Monitor improvement	2, 7	2			Wyre Council
<b>PMI52</b>	Inappropriate development in the Coastal Change Management Area: a) completed annually b) with extant planning permission	Monitor take up	4				Wyre Council
<b>PMI53</b>	Number, type and amount of financial contributions through CIL and/or S106 towards flood prevention	No Target. Monitor contributions	7	2			Wyre Council
<b>PMI54</b>	Measure air pollutants within Air Quality Management Areas (AQMA)	Monitor change	1	1			Department for Environment, Food and Rural Affairs (DEFRA)
<b>PMI55</b>	Number of total and new AQMAs designated in the Borough	Monitor change		1			Wyre Council
<b>PMI56</b>	Bathing water quality	Improve to 'Excellent' rating	1	4			Environment Agency (EA)

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)	Source
<b>PMI57</b>	Number of planning permissions granted contrary to HSE advice	None (0)		1			Wyre Council
<b>Objective 12</b>							
<b>PMI58</b>	Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation.	Decrease over plan period	1	3			Department for Communities and Local Government (DCLG)
<b>PMI59</b>	Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation.	Decrease over plan period	1, 2	6			Department for Communities and Local Government (DCLG)
<b>PMI60</b>	Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation	Decrease over plan period	1, 2	1			Department for Communities and Local Government (DCLG)
<b>PMI61</b>	Number of wards with LSOAs in bottom 10% most deprived for income deprivation	Decrease over plan period	1				Department for Communities and Local Government (DCLG)
<b>PMI62</b>	Crime rates per 1,000 of the population for key offences.	Decrease over plan period		3			British Crime Survey

\*Note: Only a small percentage of grade 3 land in Wyre has been divided in to grade 3a and 3b.

**Cover Page**

**[Glossary]**

## 11 Abbreviations

AMR	Authority Monitoring Report
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BHS	Biological Heritage Site
DEFRA	Department for Environment, Food & Rural Affairs
EA	Environment Agency
EVR	Electric Vehicle Recharging
EZ	Enterprise Zone
FRA	Flood Risk Assessment
GI	Green Infrastructure
GVA	Gross Value Added
HMA	Housing Market Area
IDP	Infrastructure Delivery Plan
IMD	Index of Multiple Deprivation
LCC	Lancashire County Council
LDS	Local Development Scheme
LGS	Local Geodiversity Sites
OAEN	Objectively Assessment Employment Need
OAHN	Objectively Assessed Housing Need
OAN	Objectively Assessed Need
ONS	Office for National Statistics
MCZ	Marine Conservation Zone
NPPF	National Planning Policy Framework
NIA	Nature Improvement Area
PROW	Public Rights of Way
SAC	Special Areas of Conservation
SHMA	Strategic Housing Market Assessment
SFRA	Strategic Flood Risk Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDs	Sustainable Drainage Systems

## 12 Glossary

**Appropriate Assessment:** also known as a Habitat Regulation Assessment is required in order to assess the potential effect of the Local Plan on the integrity of a Natura 2000 site e.g. a Special Protection Area (SPA) or Special Areas of Conservation (SAC).

**Authorities Monitoring Report (AMR):** a report produced by a local planning authority that assesses the progress and the effectiveness of the Local Plan.

**Area of Outstanding Natural Beauty (AONB):** AONB's are designated by Natural England. They represent the nation's finest landscapes. They are designated to safeguard and enhance their natural beauty.

**Biological Heritage Site (BHSs):** identified by Lancashire County Council, BHS are the most important non-statutory wildlife sites. For example; ancient woodland, species rich grassland and bogs.

**Conservation Areas:** areas formally designated by local planning authorities for their special architectural or historical interest.

**Department for Communities and Local Government (DCLG):** is the Government Department responsible for planning matters, with the responsibility to promote community cohesion and equality, as well as housing, urban regeneration, planning and local government.

**Duty to Co-operate:** a legal duty on local planning authorities to engage constructively and actively and to address strategic cross-boundary matters in preparing Local Plans.

**Evidence Base:** the information and data gathered by the local planning authority to justify the policy approach set out in the Local Plan.

**Examination:** the local planning authority must submit the Local Plan for examination. The examination is carried out by an independent Planning Inspector to consider whether the Local Plan is 'sound' and meets the 'legal compliance'.

**Green Belt:** An area of land largely around built up areas designated to protect the land from development. The purposes are to restrict urban sprawl, safeguard the countryside, preserve the character of historic towns and to encourage the use of previously development land for development.

**Greenfield:** Land not previously developed (PDL), usually agricultural land.

**Gross Value Added (GVA):** GVA is the measure of the value of goods and services produced in an area, industry or sector of an economy.

**Habitats Regulations Assessment:** *please see Appropriate Assessment.*

**Index of Multiple Deprivation (IMD):** The IMD is a set of six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services) to help identify areas for regeneration, at ward level.

**Infrastructure Delivery Plan (IDP):** a plan produced in parallel to preparing the Local Plan which assesses the impacts of the proposed development on infrastructure and sets out necessary infrastructure required to support proposed development.

**Local Geodiversity Sites (LGS):** are protected in the same way as Biological Heritage Sites, to recognise and protect the importance of certain landforms and geological features.

**Legal Compliance:** refers to whether the Local Plan complies with legal requirements in planning legislation.

**Local Development Scheme (LDS):** sets out the council's time scale for the preparation and production of the Local Plan.

**ONS (The Office for National Statistics):** ONS is the executive office of the UK Statistics Authority and is the UK Government's single largest statistical producer. ONS produces independent information to improve our understanding of the UK's economy and society.

**National Planning Policy Framework (NPPF):** sets out the Government's planning policies for England and how these are expected to be applied.

**Neighbourhood Planning:** gives town and parish councils or newly formed neighbourhood forums the opportunity to prepare with the community they represent a planning document to shape the places where they live and work.

**Previously Developed Land (PDL), also known as Brownfield:** Land previously developed on or was occupied by a permanent structure. Usually associated with derelict urban land.

**Policies Map:** An Ordnance Survey based map, which geographically explains the policies and proposals in the Local Plan.

**Ramsar:** Sites designated under the European Ramsar Convention which provide a framework for national and international co-operation to protect wetlands and their resources of international importance, particularly as waterfowl habitats

**Section 106 Agreement:** is a legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

**Site of Special Scientific Interest (SSSIs):** is an area that has been identified under the Wildlife and Countryside Act 1981 as an area of special interest. Related to the natural heritage of wildlife habitats, geological or physiological features of the site.

**Soundness:** the Local Plan has to be 'sound' to be adopted. The tests are carried out at the examination to ensure that it has met all the requirements that are expected and has evidence to support the proposals.

**Special Area of Conservation (SACs):** SACs are designated sites protected under the European Community Habitats Directive, to protect internationally important natural habitats and species.

**Special Protection Area (SPAs):** SPAs are designated sites protected under the European Community Directive on the conservation of wild birds, also known as the Birds Directive.

**Statement of Community Involvement (SCI):** a document that sets out how the council will involve the community at every stage in the preparation of the Local Plan.

**Sustainability Appraisal (SA):** an appraisal of the social, economic and environmental effects of the Local Plan to ensure it reflects sustainable development objective.



**Cover Page**  
**[Appendices]**

## Appendix A: Superseded Policies

The Wyre Local Plan (2011 -2031) replaces all of the ‘saved’ policies of the Wyre Borough Local Plan (July 1999) and all the policies of the Fleetwood – Thornton Area Action Plan (September 2009).

The policies listed in column B of the table are the ones which most closely relate to the superseded policies, but other policies of the new Wyre Local Plan may also be relevant as the Plan should be read as a whole.

### Saved Wyre Local Plan (1991 – 2006)

The ‘saved’ Wyre Borough Local Plan (1991-2006) ‘Proposals Map’ is replaced in its entirety by the ‘adopted Wyre Local Plan (2011 – 2031) Policies Map

A	B
<b>‘Saved’ Policies in the Wyre Borough Local Plan (1991 – 2006) which are to be superseded by the Wyre Local Plan (2011 -2031)</b>	<b>Relevant Policies of the Wyre Local Plan (2011 – 2031) which will supersede the ‘saved’ Policies in the Wyre Borough Local Plan (1991 – 2006)</b>
SP2 – Strategic Location for Development	SA3/1 – Fleetwood Dock and Marina SA4 – Hillhouse Technology Enterprise Zone, Thornton
SP4 – Change of Use of Land in Green Belts	SP3 - Green Belt
SP5 – Definition of the Main Rural Settlements	SP1 – Development Strategy
SP8 – Definition of Small Rural Settlements	SP1 – Development Strategy
SP12 – Defined Open Areas	SP1 – Development Strategy CDMP4 – Environmental Assets
SP13 – Development in the Countryside	SP4 – Countryside Areas
SP14 – Standards of Design and Amenity	CDMP3 - Design
ENV2 – Open Coastline	SP4 – Countryside Areas
ENV7 – Trees on Development Sites	CDMP4 – Environmental Assets
ENV9 – Conservation Areas	CDMP5 – Historic Environment
ENV10 – Listed Buildings	CDMP5 – Historic Environment
ENV11 – Demolition of Listed Buildings	CDMP5 – Historic Environment
ENV13 – Development and Flood Risk	CDMP2 – Flood Risk and Surface Water Management
ENV14 – Development and Flood Defences	SP2 –Sustainable Development CDMP2 – Flood Risk and Surface Water Management
ENV15 – Surface Water Run-Off	SP2 –Sustainable Development CDMP2 – Flood Risk and Surface Water

	Management
ENV16 – Ground Water Protection	CDMP1 – Environmental Protection CDMP2 – Flood Risk and Surface Water Management
ENV17 – Surface Water Protection	CDMP1 – Environmental Protection CDMP2 – Flood Risk and Surface Water Management
ENV18 – Advertising	CDMP3 Design EP14 – Outdoor Advertisements and Directional Signs
H3 – Housing Allocations	SP1 – Development Strategy SP2 – Sustainable Development HP1 – Housing Land Supply SA1 – Residential Development SA3 – Mixed Use Development SA4 – Hillhouse Technology Enterprise Zone, Thornton
H4 – Alterations and Extensions to Residential Properties	CDMP3 - Design
H5 – Permanent Residential Mobile Homes and Residential Caravan Parks	SP1 – Development Strategy SP2 – Sustainable Development CDMP3 - Design HP1 – Housing Land Supply HP2 – Housing Mix
H6 – Changes to Residential Use in the Countryside Area of Rural Wyre	SP1 – Development Strategy SP2 – Sustainable Development CDMP3 - Design HP1 – Housing Land Supply HP2 – Housing Mix HP5 – Residential Curtilages
H7 – Replacement Dwellings	CDMP3 – Design HP6 – Replacement dwellings in the countryside
H8 – Temporary Residential Caravans	CDMP3 – Design HP7 – Rural workers accommodation in the countryside
H9 – Extensions to Residential Curtilages	HP5 – Residential Curtilages
H10 – Agricultural Workers’ Dwellings	SP4 – Countryside Areas CDMP3 – Design HP7 – Rural workers accommodation in the countryside
H11 – Subdivision of Existing Dwellings into Smaller Units of Residential	CDMP3 – Design HP5 – Residential Curtilages

Accommodation	HP10 – Houses in Multiple Occupation
H13 – Open Space in New Housing Developments	CDMP4 – Environmental Assets HP9 – Green Infrastructure in new residential developments
H15 – The Provision of Affordable Housing within Rural Areas	SP4 - Countryside Areas HP3 – Affordable Housing HP4 – Rural Exceptions
EMP2 – Existing Commitments	EP1 Employment Land Supply
EMP3 – New Allocations	EP1 Employment Land Supply SA2 – Employment Development SA3 – Mixed Use Development SA4 – Hillhouse Technology Enterprise Zone, Thornton SA5 – Port of Fleetwood, Fleetwood SA7 – Brockholes Industrial Estate Extension, Catterall
EMP4 – Land East of Fleetwood Road	SA4 – Hillhouse Technology Enterprise Zone, Thornton
EMP6 – Land at Catterall Gates Lane, Catterall	SA1/21 – Daniel Fold Farm, Daniel Fold Lane, Catterall
EMP7 – Land at Longmoor Lane, Nateby	n/a
EMP8 – Existing Industrial Areas	EP2 – Existing Employment Areas EP3 – Existing Employment Sites
EMP9 – Car Sales on Industrial Estates	EP2 – Existing Employment Areas EP3 – Existing Employment Sites
EMP12 – Diversification of the Rural Economy	SP4 – Countryside Areas CDMP3 – Design EP8 – Rural Economy
EMP13 – Conversion of Rural Buildings in Countryside Areas	SP4 – Countryside Areas SP2 – Sustainable Development CDMP3 – Design EP8 – Rural Economy
S6 – Change of Use of Retail Premises	EP11 – Protection of community facilities
S7 – The Design of Signs and Shopfronts	CDMP3 – Design EP14 – Outdoor Advertisements and Directional Signs EP15 – Security Shutters
TC1 – Town Centre Boundaries	EP4 – Town, District and Local Centres
TC2 – Primary Shopping Areas	CDMP3 - Design CDMP6 – Accessibility and Transport EP5 – Main Town Centre Uses

	EP6 – Development in defined primary and secondary frontages
TC7 – Secondary Shopping Areas	CDMP3 - Design CDMP6 – Accessibility and Transport EP5 – Main Town Centre Uses EP6 – Development in defined primary and secondary frontages
TC11 – Mixed Development Area at Parkhill Road, Garstang	CDMP3 - Design CDMP6 – Accessibility and Transport EP4 – Town, District and Local Centres EP5 – Main Town Centre Uses
TC13 – Professional and Financial Services in Fleetwood	CDMP3 - Design CDMP6 – Accessibility and Transport EP4 – Town, District and Local Centres EP5 – Main Town Centre Uses
TC15 – Change of Use of Upper Floors	CDMP3 - Design CDMP6 – Accessibility and Transport EP4 – Town, District and Local Centres EP5 – Main Town Centre Uses
TC19 – Defined Open Area in Garstang	EP4 – Town, District and Local Centres
TREC2 – Small Hotels, Guest Houses and Youth Hostels	SP4 – Countryside Areas CDMP3 – Design CDMP6 – Accessibility and Transport EP8 – Rural Economy EP9 – Holiday Accommodation
TREC3 – Lancaster Canal	CDMP4 - Environmental Assets
TREC5 – Static Caravans and Chalet Developments	SP4 – Countryside Areas CDMP2 – Flood Risk and Surface Water Management EP9 – Holiday Accommodation
TREC6 – Touring Caravans	CDMP6 – Accessibility and Transport EP9 – Holiday Accommodation
TREC7 – Preserving the Seaside Resorts	CDMP3 – Design CDMP6 – Accessibility and Transport EP9 – Holiday Accommodation
TREC8 – Existing and Additional or Improved Sports and Recreational Facilities	SP4 – Countryside Areas SP8 – Health and Well Being CDMP3 – Design CDMP4 – Environmental Assets EP11 – Protection of community facilities
TREC10 – Golf Courses and Other Outdoor Recreational Facilities	SP4 – Countryside Areas SP8 – Health and Well Being

	CDMP3 – Design CDMP6 – Accessibility and Transport
TREC12 – Public Rights of Way	CDMP6 – Accessibility and Transport
TREC13 – Facilities for Informal Recreation	SP4 Countryside Areas SP8 – Health and Well Being CDMP4 – Environmental Assets CDMP6 – Accessibility and Transport
TREC14 – Protection of Recreational Open Space	SP4 Countryside Areas SP8 – Health and Well Being
TREC16 – Sports Fields Within the Green Belt	SP3 – Green Belt SP8 – Health and Well Being CDMP4 – Environmental Assets CDMP6 – Accessibility and Transport
TR1 – Major Road Proposals	CDMP6 – Accessibility and Transport
TR6 – Rail Facilities	CDMP6 – Accessibility and Transport
TR7 – Rail Reinstatement to Fleetwood	CDMP6 – Accessibility and Transport
TR8 – Blackpool to Fleetwood Tramway	CDMP6 – Accessibility and Transport
TR9 - Cyclists	CDMP6 – Accessibility and Transport
CIS1 – Provision for Community Services	CDMP3 – Design CDMP6 – Accessibility and Transport EP13 - Telecommunications
CIS2 – Telecommunications	EP13 - Telecommunications
CIS4 – Power Lines and Overhead Cables	CDMP3 – Design CDMP4 – Environmental Assets EP13 - Telecommunications
CIS5 – High Voltage Power Lines	SP8 – Health and Well Being
CIS6 – Securing Adequate Servicing and Infrastructure	SP7 – Infrastructure Provision and Developer Contributions
CIS7 – Wastewater Management	SP7 – Infrastructure Provision and Developer Contributions CDMP2 – Flood Risk and Surface Water Management

### Fleetwood and Thornton Area Action Plan (September 2009)

The Fleetwood and Thornton Area Action Plan (September 2009) Proposals Map is replaced in its entirety by the adopted Wyre Local Plan (2011 – 2031) Policies Map.

A	B
<b>Policies in the Fleetwood and Thornton Area Action Plan (September 2009) which are to be superseded by the Wyre Local Plan (2011 -2031)</b>	<b>Relevant Policies of the Wyre Local Plan (2011 – 2031) which will supersede the Policies in the Fleetwood and Thornton Area Action Plan (September 2009)</b>
1: Environmental Quality and Protection	SP3 – Green Belt SP7 – Infrastructure Provision and Developer Contributions CDMP1 – Environmental Protection CDMP2 – Flood Risk and Surface Water Management CDMP3 - Design CDMP4 – Environmental Assets
2: Housing Provision	SP1 – Development Strategy SP2 – Sustainable Development HP1 – Housing Land Supply SA3/1 – Fleetwood Dock and Marina SA4 – Hillhouse Technology Enterprise Zone, Thornton
3: Industry and Business	EP1 Employment Land Supply SA2 – Employment Development SA3/1 – Fleetwood Dock and Marina SA4 – Hillhouse Technology Enterprise Zone, Thornton SA5 – Port of Fleetwood, Fleetwood
4: Contingency site	SA4 – Hillhouse Technology Enterprise Zone, Thornton
5: Transport Network Improvements	SP7 – Infrastructure Provision and Developer Contributions CDMP6 – Accessibility and Transport
6: Movement and Accessibility	SP7 – Infrastructure Provision and Developer Contributions CDMP6 – Accessibility and Transport
7: Community Facilities and Service Provision	SP7 – Infrastructure Provision and Developer Contributions SP8 – Health and Well Being CDMP6 – Accessibility and Transport EP7 – Local convenience stores SA3/1 – Fleetwood Dock and Marina

A	B
<b>Policies in the Fleetwood and Thornton Area Action Plan (September 2009) which are to be superseded by the Wyre Local Plan (2011 -2031)</b>	<b>Relevant Policies of the Wyre Local Plan (2011 – 2031) which will supersede the Policies in the Fleetwood and Thornton Area Action Plan (September 2009)</b>
	SA4 – Hillhouse Technology Enterprise Zone, Thornton
8: Recreation and Leisure	SP2 – Sustainable Development SP7 – Infrastructure Provision and Developer Contributions CDMP1 – Environmental Protection CDMP4 – Environmental Assets SA3/1 – Fleetwood Dock and Marina SA4 – Hillhouse Technology Enterprise Zone, Thornton
9: Encouraging Energy Efficiency, Renewable Energy and Sustainable Design and Construction in Development	CDMP2 – Flood Risk and Surface Water Management CDMP3 – Design EP12 – Renewable Energy
10: Increasing the Role of Tourism	CDMP1 – Environmental Protection CDMP4 – Environmental Assets SA3/1 – Fleetwood Dock and Marina SA4 – Hillhouse Technology Enterprise Zone, Thornton



## Appendix B: Car Parking Standards

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
A1	Shops	Food retail	1 per 14sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Non- food retail	1 per 20sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Exterior floor space for Garden Centre, DIY warehouse, etc.	1 per 40sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
A2	Financial and Professional Services	Banks, Building societies, betting offices, estate and employment agencies, professional and financial services	1 per 30sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
A3	Restaurants and cafes	Restaurants, cafes, snack bars, fast food and drive through in relation to customer floor area	1 per 5sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
	Drinking Establishments	Public houses, Wine bars, other drinking establishments in relation to customer floor area	1 per 5sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
B1	Business	Office, business park, Research and Development	1 per 30sqm	Up to 200 parking bays provide 1 bay per disabled staff + 2 bays or 5% Over 200 parking bays provide 6 bays +2%	10%	4%
		Call centres	1 per 30sqm	Up to 200 parking bays provide 1 bay per disabled staff + 2 bays or 5% Over 200 parking bays provide 6 bays +2%	10%	4%
		Light Industry	1 per 45sqm	Up to 200 parking bays provide 1 bay per disabled staff + 2 bays or 5% Over 200 parking bays provide 6 bays +2%	10%	4%
B2	General Industry	General Industry	1 per 45sqm	Up to 200 parking bays provide 1 bay per disabled staff + 2 bays or 5% Over 200 parking bays provide 6 bays +2%	10%	4%
B8	Storage and Distribution	Storage and Distribution	1 per 200sqm	Up to 200 parking bays provide 1 bay per disabled staff + 2 bays or 5% Over 200 parking bays provide 6 bays +2%	10%	4%
C1	Hotels	Hotels, Motels, Boarding Houses and Guest Houses	1 per bed	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
C2	Residential Institutions	Residential care Homes, Nursing Homes	1 per 5 residents	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Training Centres and Colleges	1 per bed	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Residential Schools and Colleges	As day school / colleges + 1 space per 20 beds	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Hospitals	1 per bed including those used for short stay operations	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
C3	Dwelling Houses	Single Bed housing	1 per dwelling. Garages less than 3.0x6.0m (internal dimensions) do not count as parking space		1 per dwelling	
		Sheltered housing	1 per 3 dwellings. Garages less than 3.0x6.0m (internal dimensions) do not count as parking space		1 per 3 dwellings	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
		2 - 3 bedroom housing	2 per dwelling. Garages less than 3.0x6.0m (internal dimensions) do not count as parking space		2 per dwelling	
		4 + bedroom housing	3 per dwelling. Garages less than 3.0x6.0m (internal dimensions) do not count as parking space		4 per dwelling	
		Communal Parking	Average 1.5 per dwelling	10%	2 per dwelling	4%
C4	Houses in Multiple Occupation	Use of dwellinghouse by 3-6 residents as a 'house in multiple Occupation (HMO)	2 per 3 bedrooms			
D1	Non-residential Institutions	Medical and Health facilities	4 per consulting room	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Crèches, Day nurseries, day centres	1.5 per 2 staff and drop off zone for 1 space per 10 children	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
		Primary and Secondary Schools	1 per classroom and activity area.	10%	1 space per 5 staff + 1 space per 3 students	4%
		Sixth form,	1 per classroom and activity area.	10%	1 space per 5 staff + 1 space per 3 students	4%
		Further Education, Higher Education	1 per 2 full time staff - PPG 13 also requires 1 space per 15 students (not full time equivalent)	10%	1 space per 5 staff + 1 space per 3 students	4%
		Training and Conference centres	1 per 35sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Art Galleries, Museums and Libraries	1 per 30sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Public Halls, Public Worship	1 per 10sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
D2	Assembly and Leisure	Cinemas, Bingo halls, Conference Centre, Music halls and Concert Facilities	1 per 5 seats	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		General Leisure, Dance Halls (not night clubs), Swimming baths, Skating rinks and Gymnasiums	1 per 22sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Outdoor playing pitches	12 per ha pitch area	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		All seater Stadiums	1 per 15 seats	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
		Other Stadiums	based on merits and location.	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
Misc	Houses in multiple occupation (HMO)	Large HMOS 6 + occupants	1 per 1 bedroom			
	Cash and Carry wholesale	Cash and Carry wholesale	1 per 40sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%
	Car sales	Car sales	1 per 50sqm of showroom	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4	10%	4%

Class	Broad class use	Specific Land use	Maximum Parking Standard (Gross floor area unless otherwise stated)	Mobility Parking based on TA leaflet 5/95	Cycle parking	Motorcycle parking
				bays +4%		
	Fuel Filling Station	Fuel Filling Station	1 per pump + standard requirement for any retail area associated with the garage.	1 space minimum	10%	4%
	Vehicle repair and Service stations	Vehicle repair and Service stations	1 per 50sqm	Up to 200 parking bays provide 3 bays or 6% Over 200 parking bays provide 4 bays +4%	10%	4%

Notes:

1. Car parking spaces occupy a minimum space 2.4m by 4.8m but parking spaces in front of a garage should be a minimum 2.4m by 6m to allow for opening/closing of a up and over door.
2. Private drives to have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to the property. From Approved Document M (Access to and use of buildings). Clause 6.15-b and 6.17-a require flights with unobstructed widths of at least 900mm
3. Where the private drives are wedged between walls and fences, it is recommended that the drives to have a minimum clear width of 3.0m, to provide additional room to open the doors. The recommended width of 3m is based on the width of a large family car (Ford Mondeo Estate 2.09m wide), clearance at the passenger side to the garage (200mm), clearance at the drive side of the car and the garage (700mm), with room to open car door for less able bodied.
4. Where the parking bays are adjacent to walls and fences on one side, it is recommended that the drives to have a minimum clear width of 2.6m, to provide additional room to open the doors
5. Relaxation of the level of provision required by the parking standards may be accepted in highly accessible locations.

## Appendix C: Poulton-le-Fylde Highway Mitigation Strategy

### Poulton mitigation strategy (produced by LCC)

24<sup>th</sup> Feb 2017

The following list of mitigation measures has regard to other changes agreed with other developers within Poulton-le-Fylde. When delivered by development linked to development sites and quantum as indicated in the main report will provide sufficient change to mitigate against their impacts, thus maximising the level of development that come forward as part of this local plan (when adopted).

Background traffic levels will be regularly monitored at key locations in Wyre to evaluate the operation of the network and data collected will be used to maximise its reliability. Future revised versions of the Strategy should apply when considering development proposals.

#### 1. Hardhorn Road with Highcross Road/Beech Drive

Phase 1 – as per Ashley Helm 1409/08; **SA1/4 to deliver.**

Phase 2 – provide right turn storage, road width to be increased to around 8.5m (2@3m+right turn @ 2.5m) land required is within highway boundary; **SA1/4 to deliver.**

#### 2. Hardhorn Road/Garstang Road East

Phase 1 – MOVA – **secured** through a separate development.

Phase 2 – Update Garstang Road East (GRE) pedestrian crossing to a puffin; **SA1/4 to deliver.**

Phase 3 – provide early start from Hardhorn Road, provide Z markings, renew and update kerbs at junction including mobility improvement in vicinity of junction such as update and renew kerbing and tactile kerbing; **SA1/4 to deliver.**

#### 3. Garstang Road East (GRE)

Phase 1 – as per Ashley Helm 1409/07, 1409/09 (to be amended) **SA1/4 to deliver.**

#### 4. Lower Green/GRE

Phase 1 – in addition to the GRE, Kerblines changes on Lower Green and Argyle Road, update TRO's, remark (offset) centre line on Lower Green **SA1/4 to deliver.**

#### 5. Traffic management measures, sustainability town centre car park and town centre changes;

**Committed development, SA1/4 and SA1/6 to deliver:**

- a) Review and where necessary amend weight restrictions on roads within residential corridors of lower class of road within Poulton.
- b) Signing and declutter strategy, funding to amend and remove unnecessary signing.



- c) Residents parking near Poulton Town centre.
- d) Parking:
  - I. SA1/6 to deliver a Car Park with access onto Poulton Road/Tithebarn Street (to be managed/maintained by Wyre or by the developer (typically through a management company)).
  - II. Town centre parking review both on and off street.
  - III. Parking charges/duration of stay.
  - IV. User types and numbers i.e. disabled.
- e) Continuous cycle provision (including from the SA1/6 site to the railway station with suitable illumination to be used at all times of day); covered/secure parking in and around the TC/railway station/civic centre etc.
- f) Upgrade pedestrian crossing between Holts Lane and Poulton Industrial Estate **delivered by network rail and SA1/4.**
- g) Blackpool Old Road Queen Street.
- h) Chapel Street/Vicarage Road changes.

### **A585 (Highways England (HE) responsibility):**

- 6. Little Thistleton junction (Fylde)**
  - HE to undertake a feasibility study next financial year, any resulting scheme to improve junction efficiency and operation. Scheme to support re-routing by-passing Poulton (would require a traffic calming scheme in Little Singleton), its provision would maintain the route as a useable corridor. HE funding would be subject to satisfying a business case and need, based on safety.
- 7. Norcross Roundabout**
  - Scheme to Improve access onto the A585 and its reliability (scheme previously promotes by HE).
- 8. Skippool**
  - Scheme to improve access onto the A585 and junction reliability.
- 9. Shard Bridge (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.
- 10. Little Singleton (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.

## Update – September 2017

The Poulton Mitigation Strategy has been developed to facilitate development by promoting the use of sustainable transport modes and encouraging a modal shift. It also is focused on promoting safer and healthier travel.

Increasing the number of people walking, cycling and using public transport has the potential to;

- Reduce traffic congestion, noise pollution and air pollution,
- Improve personal health (physiological and psychological),
- Enhance the public realm through highway decluttering and re-assignment of highway space.

The Strategy suggests a number of highway improvements which will address capacity and safety issues.

The Strategy also promotes sustainable travel by;

- supporting pedestrian and cycle facilities,
- supporting bus improvements and contributions towards rail improvements such as improving infrastructure and subsidising new or better services,
- traffic management schemes such as local safety schemes, traffic-calming measures and contributions to Home Zone initiatives,
- supporting parking management schemes such as 'residents only' parking

The Strategy will be implemented through a combination of s278 highway improvements and s106 developer contributions.

The Strategy will be reviewed on a regular basis as and when developments come forward or changes to the highway network or environment occur.

## Appendix D: A6 Corridor Highway Mitigation Strategy

### A6 Barton to Garstang Sustainable Transport Strategy

#### Update September 2017

There are parts of the highway network that suffer from a level of congestion, with queuing occurring at peak times in the corridor. The local highway network includes the A6 which provides a primary route to/from Lancaster (to the north) and Preston (to the south) and other corridors in a westerly direction towards the Fylde coast, in particular the A586. It is critical, therefore, that the impact from development does not further compromise reliability and safety in the movement of people and goods by any mode on any part of the network.

In the future, significant highway infrastructure is to be provided in Preston district which will influence movement in the A6 corridor. This infrastructure will satisfy the planned sites for NW Preston (as well as other previously supported sites that fund additional measures through s106 contributions). Funding and delivery will be via a number of mechanisms.

LCC has a duty to ensure that the highway network is safe for all users, maximising its reliability while supporting economic growth throughout Lancashire, including supporting private sector led economic growth, the creation of jobs and access to employment, education and training. This approach requires making the maximum use of the existing capacity within the transport network and where appropriate identifying necessary improvements to infrastructure to facilitate development. To do this, LCC must evaluate the operation of both the local and wider network for all transport modes with regard to any changes proposed as part of the planning process for new development (working closely with Highways England (HE), where appropriate and other councils that fund change to the highway network i.e. through their CIL list/City Deal).

The A6 Barton to Garstang Sustainable Transport Strategy was developed to facilitate development by promoting the use of sustainable transport modes and encouraging a modal shift. It also is focused on promoting safer and healthier travel. To accommodate the additional traffic movements that would arise as a result of development capacity improvements would also be required.

The Strategy comprises of the initiatives set out below. The Strategy will be reviewed on a regular basis as when developments come forward or changes to the highway network or environment occur. Future revised versions of the Strategy should apply when considering development proposals.

#### Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy

In 2015 LCC set out the measures that Initiative 1 was expected to support. It was expected that the A6 Barton to Garstang Sustainable Transport Strategy would deliver improvement of Pedestrian and Cycle Provision in the A6 Corridor, in particular:

- (i) Provide continuous cycle lanes along the full length, achieved through carriageway widening, central hatching narrowing and coloured surfacing as appropriate.
- (ii) Provide traffic islands or refuge islands in central hatched area. This will help regulate speeds and provide improved crossing places.
- (iii) Use of Gateway features to emphasise village entry points.
- (iv) Use of red textureflex sparingly but also continuously where required.

- (v) A review to declutter and resign as appropriate.
- (vi) Speed limit review to lower to 40mph or 30mph where appropriate.
- (vii) Review of Bus stops in the corridor and improvements (to QBS) as appropriate.

It was always envisaged that the measures identified in this initiative could and should be split into separate individual and manageable schemes, funded through development. LCC has now developed this Strategy further to identify six distinct schemes. These schemes are listed below as Scheme A, B, C, D, D1 and E.

Schemes A, B, C, D1 and E are on specific sections of the A6 corridor and consist of a combination of the measures (i to vii) set out above. Scheme D1 is the provision of a Toucan crossing and is a measure that has been identified as desirable by the local Parish Council and one which LCC would support, subject to funding. The individual indicative schemes are:

- Scheme A – Longmoor Lane to north of Gubberford Lane; Estimated cost £100,000 (plus s278 works).
- Scheme B – A586 to Longmoor Lane/Moss Lane; Estimated cost £70,000 (plus s278 works).
- Scheme C – Canal Bridge north of Bilsborrow to A586 Estimated cost £60,000 (plus s278 works).
- Scheme D – White Horse Lane to Canal Bridge north of Bilsborrow Estimated cost £60,000 (plus s278 works).
- Scheme D1 – Provision of Toucan Crossing, Bilsborrow Estimated cost £60,000.
- Scheme E – North of Broughton Bypass to White Horse Lane Estimated cost £40,000 (plus s278 works).

Therefore, with the approach set out above the Initiative 1 Strategy can be delivered through six individual schemes of improvement works that can be delivered through contributions from all major developments with an impact in the corridor, in line with the CIL tests.

### **Initiative 2 - Wider Improvement of A6 Preston Lancaster New Road / Croston Barn Road / Green Lane West / B5272 Cockerham Road / Croston Road Signalised Junction.**

As set out in when the original 2015 Strategy to support further development was identified, the scheme consisted of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106 funding.

The 2015 wider improvement scheme included an upgrade to MOVA operation and signal equipment as well as the provision of pedestrian/cycle facilities throughout the junction.

As part of LCC's ongoing review to support development LCC have identified a further potential improvement scheme at this location that is considered to deliver greater improvement from the previous. However, to deliver the scheme will require support from development.

The estimated cost of the Full scheme is now £600,000.

### **Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction.**

The wider improvement scheme identified by LCC consists of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106 funding. The works will include speed limit review, safety improvements and improvement for pedestrians and cyclists.

The estimated cost of the Full scheme is now £215,000.

### **Initiative 4 – Improvement of A6/A586, 'The Avenue' priority junction.**

In 2015 LCC identified an improvement scheme at this location that can be delivered in stages. The full scheme includes full signalisation, pedestrian and cycle, speed reduction and other safety measures.

This scheme required funding (through s106) from development. The improvement scheme as identified was to be delivered by s106 funding of £500,000.

In seeking to support development, LCC have reviewed the 2015 improvement scheme developed at this location and identified further measures, over and above that previously identified, to deliver an enhanced scheme.

The estimated cost of the Full scheme is now £650,000.

### **Initiative 5 – A6/M55 Jct.1, Westbound off Slip Improvement Additional lane on westbound off slip**

The estimated cost of the full scheme is now £650,000.

### **Initiative 6 - A6/M55Jct. 1, Eastbound off Slip Improvement Additional lane on eastbound off slip**

The estimated cost of the full scheme is now £550,000.

## Appendix E: Housing and Employment Growth

The following table shows the proposed **total** residential development in each settlement and new employment allocations.

Settlement	Dwelling Numbers						Employment Land	
	Completed 2011-2018	With Planning Permission <sup>47</sup>		New Housing Allocations <sup>48</sup>	Total <sup>49</sup>		With Planning Permission <sup>50</sup>	New Land
		Small Sites	Large sites		no	%		
Barton	29	5	132	0	166	1.9	0	0
Bilborrow	15	6	0	0	21	0.2	0	0
Bowgreave	24	4	225	0	253	2.9	0	0
Cabus	1	7	0	0	8	0.1	0	0
Calder Vale	0	0	0	0	0	0	0	0
Catterall	117	1	425	0	543	6.2	5.37	0
Churchtown/ Kirkland	0	0	0	0	0	0	0	0
Cleveleys	64	13	220	80	377	4.3	0	0
Dolphinholme (Lower)	0	0	0	0	0	0	0	0
Fleetwood	454	38	159	145	796	9.0	4.32	3.18
Forton	41	4	0	310	355	4.0	0	1.00
Garstang	168	9	529	330	1036	11.8	4.68	0
Great Eccleston	14	13	205	385	617	7.0	0	1.00
Hambleton	94	10	184	0	288	3.3	0	0
Hollins Lane	10	11	96	0	117	1.3	0	0
Inskip	20	0	62	30	112	1.3	0	0
Knott End/ Preesall	48	14	116	0	178	2.0	0	0
Normoss	2	0	0	0	2	0.02	0	0
Pilling	45	8	73	0	126	1.4	0	0
Poulton-le-Fylde	275	36	949	300	1560	17.7	0	0
Preesall Hill	6	7	0	0	13	0.1	0	0
Scorton	1	3	0	0	4	0.04	0	0
Stalmine	23	31	77	103	234	2.7	0	0
St Michaels	17	8	0	0	25	0.3	0	0
Thornton	457	11	436	646	1550	17.6	0	13.00
Other	116	234	71	0	421	4.8	0.34	0
<b>Total</b>	<b>2,041</b>	<b>473</b>	<b>3,959</b>	<b>2,329<sup>51</sup></b>	<b>8,802</b>	<b>100</b>	<b>14.71</b>	<b>18.18</b>

<sup>47</sup> Planning permissions include those subject to a s106. Some sites are allocated in the Local Plan.

<sup>48</sup> New Allocations' include land that does not have planning permission.

<sup>49</sup> The '**Total**' includes development which is expected to be delivered beyond 2031. As shown in the March 2018 Housing Trajectory, only 8,715 dwellings from 8,802 are expected to be delivered within the Local Plan period to 2031.

<sup>50</sup> Planning permissions include those subject to a s106.

<sup>51</sup> As shown in the Housing Trajectory, only 2,289 dwellings from the 2,329 are expected to be delivered within the Local Plan period to 2031.