



# Wyre's New Local Plan

## Planning for Wyre's Future to 2040

Issues and Options Consultation

July 2024

**wyre**  
council

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## **Foreword**

This consultation is your first opportunity to help shape the future of Wyre as we create a new Local Plan. The Local Plan, which will look ahead to 2040, will set out the policies and principles by which planning decisions will be made and how development will be undertaken across the Borough. It will affect us all and plays a significant role in how our communities will live, work and do business. We are therefore very keen to encourage our communities and stakeholders to get involved and have your say.

You may be wondering why we are preparing a new Local Plan when we recently adopted our current Plan in 2023, which looks ahead to 2031. Our current Plan provides a strong framework which will continue to help, steering new development to the places we've planned it and to stop inappropriate development. However, we are required to keep the Plan up to date and to undertake a regular review.

We are committed to getting this new Local Plan in place, to ensure the Council continues to plan positively for growth to support our communities. The Council also recognises that growth needs to be sustainable and take place without undue harm to the environment with necessary infrastructure in place.

This Issues and Options document is the first stage in developing the new Local Plan and it does not include any draft policies or site allocations. The Council is still working on a number of technical studies that will also inform the Local Plan. It is important at this early stage, that the community and stakeholders are involved before any decisions are made on the overall strategy, what sites will be allocated for development and what policies will shape that development.

We know that local people feel very strongly about the future of the borough. We hope you can take the time to respond to this consultation and let us know your views on the important issues this document raises and the options which are presented. Your response will help us to develop our new Local Plan and we encourage everyone to find out more and have your say.



Cllr Peter Le Marinell  
Planning Policy and Economic Development Portfolio  
Holder  
July 2024

# Introduction



## 1. Introduction

### 1.1 What is a local plan?

The Government requires all local planning authorities to prepare a local plan to meet our needs for the future and set out planning policies and proposals to guide new development. Wyre Council has a local plan, called Wyre Local Plan (2011-2031) (incorporating partial update of 2022). The adopted Wyre Local Plan forms part of the Development Plan for Wyre together with the Joint Lancashire Minerals and Waste Local Plan prepared by Lancashire County Council.

1.1.1 The Government requires us to review our local plan every five years to ensure it remains up to date. When the new local plan is adopted, it will supersede the current adopted local plan and will be used to determine planning applications in Wyre.

### 1.2 A new local plan for Wyre

The new local plan will establish a vision for the borough up to 2040 and the strategy for delivering that vision; identify the overall level of different types of development (including housing, employment and retail) that is envisaged during that period and the general geographical distribution of that development.

1.2.1 The local plan will also allocate sites for certain types of development; designate areas for protection; and set out policies to manage development in the borough. It will cover the period from 2022 to 2040.

### 1.3 What have we done so far?

1.3.1 The first stage of preparing a new local plan is the scoping stage. We ran a scoping consultation between January and March 2022 to ask the community and other stakeholders to identify the issues that the new local plan should address and identify the evidence required to support the local plan's preparation. We published a summary of the responses received to the consultation within the [consultation statement](#). In addition, we have undertaken a call for sites. This was an important opportunity for the community and other stakeholders to suggest sites, land or buildings that could have the potential for future development or designation. We have undertaken two wide ranging call for sites in 2022 and 2023 and a specific call for sites for on-shore wind energy in 2023. We published the sites submitted to the call for sites consultations on an [interactive map](#).

1.3.2 We have been gathering a wide range of evidence on a range of topics which is available to view [online](#). Some of the evidence is still to be completed and is explained in the relevant section of this document. The complete set of evidence will be published with the final draft local plan.

1.3.3 The scoping consultation, call for sites and evidence has been used to develop this Issues and Options document.

### 1.4 Issues and Options

1.4.1 The Issues and Options document explains the key issues for the local plan and either recommends the approach we think we should take or sets out a range of options

to address the issue. Where we think there is only one option to take forward, we provide a recommendation and reason why.

**1.4.2** The Issues and Options document is not a draft of the local plan. Before we prepare the draft local plan we want to hear your feedback. Your consultation responses will help to inform and shape the draft local plan.

**1.4.3** This Issues and Options document includes the following chapters:

- [Chapter 2](#) – Context: sets the context for the new local plan, the preparation process, national legislation and council priorities;
- [Chapter 3](#) – Spatial Portrait: sets out the key characteristics and features of the borough;
- [Chapter 4](#) – Key Issues and Challenges: considers key issues being considered at this early stage;
- [Chapter 5](#) – Vision and Objectives: sets the proposed visions and objectives the new local plan will deliver;
- [Chapter 6](#) – Spatial Strategy: sets out four different spatial options for how development could be distributed;
- [Chapter 7](#) – Approach and Policies: sets out a range of proposed options and recommendations to tackle key issues identified; and
- [Chapter 8](#) – Identifying Suitable Housing and Employment Allocations: sets out potential site allocations the council could consider.

## **1.5 How to comment**

**1.5.1** We want as many people as possible to be involved in the preparation of the new local plan and we encourage you to respond to this current Issues and Options consultation. This Issues and Options document sets out a series of questions to guide responses, which are spread out throughout the document with policy options or recommendations set out under each theme.

**1.5.2** A **policy option** suggests a type of policy that the local plan could use to address a key issue. The policy options generally represent where the council is considering preparing a policy on this theme. The policy option may relate to the introduction of a new policy requirement or a change to a current policy approach.

**1.5.3** A **policy recommendation** is a direction of travel or intent for how we propose to address a key issue where we consider there is no alternative option to consider. The policy recommendation may relate to a general direction of policy content or may be more general or procedural approach to addressing a key issue.

**1.5.4** An example of the policy recommendations is set out below. Each policy option and recommendation are followed by questions to allow you to respond to the proposal:



## Example

**Recommendation:** We propose to not review the Green Belt as there are no exceptional circumstance to justify a Green Belt review.

### Question 19: Green Belt

Do you support the recommended approach to not review the Green Belt or are there exceptional circumstances to justify reviewing the Green Belt?

1.5.5 When responding to the questions, please explain your answer and where appropriate, please refer to appropriate evidence to justify your response.

1.5.6 A summary of all options, recommendations and questions throughout this document is provided at the back of this document in [appendix 2](#).

1.5.7 A **glossary** of key terms that have been commonly used in this document is provided at [appendix 3](#).

## 1.6 How to respond

1.6.1 Public consultation on the Issues and Option document will take place until 5pm on 10 September 2024. Consultation responses received by the council after this date will not be considered. We strongly encourage responses to be submitted via the online form at [www.wyre.gov.uk/local-plan](http://www.wyre.gov.uk/local-plan), however, you can submit your comments in any of the following ways:

- By e-mail: [planning.policy@wyre.gov.uk](mailto:planning.policy@wyre.gov.uk)
- By post: Planning Policy, Wyre Council, Civic Centre, Breck Road, Poulton-le-Fylde, Lancashire, FY6 7PU
- You can also post responses in special ballot boxes at the Civic Centre during normal office hours and at libraries across Wyre (except the mobile library).

1.6.2 The Planning Policy team will be hosting drop-in sessions during the consultation period where you can come along and speak to us about the Issues and Options document and understand further how the local plan may affect you. Further information on the drop-in sessions can be found on our [consultation website](#).

1.6.3 Consultation responses received cannot be treated as confidential. Your name and/or organisation will be published alongside a copy of your response to the consultation. Anonymous responses will not be considered.

1.6.4 Thank you for taking time to submit responses to this consultation. Your comments will help improve and shape the new local plan.

## 1.7 Timescales – what happens next?

**1.7.1** Following the close of the Issues and Options consultation, all responses received will be considered, summarised and published as part of the consultation statement. The responses received will help to inform the council as it prepares the draft local plan.

**1.7.2** The draft local plan, often called the ‘Publication’ stage, is expected to be published for a further public consultation in Spring 2025. This will be the final public consultation before the draft local plan is submitted to Government to undergo examination by a Government appointed Planning Inspector.

**1.7.3** Further information on the timetable for the preparation of the local plan, including all key regulatory stages, is provided in a document called a Local Development Scheme. The 2023 Local Development Scheme is published [online](#). A summary timetable is provided below in figure 1.1.

**Figure 1.1 Local Plan timetable**

Stage	Dates
Scoping and early participation	2022-2024
<b>Pre-Publication: Issues and Options consultation</b>	<b>Summer 2024</b>
Publication: Draft Plan consultation	Spring 2025
Submission	June 2025
Examination	Autumn 2025
Inspectors Report published	Spring 2026
Adoption of the local plan	Late summer 2026

## 1.8 Local Plan consultation database

**1.8.1** The Planning Policy team maintain a local plan consultation database which is used to notify interested individuals and organisations of planning policy matters and local plan consultations. If you would like to be added to the local plan consultation database, please see our sign up [webpage](#). The webpage also allows you to unsubscribe at any time.

# Context

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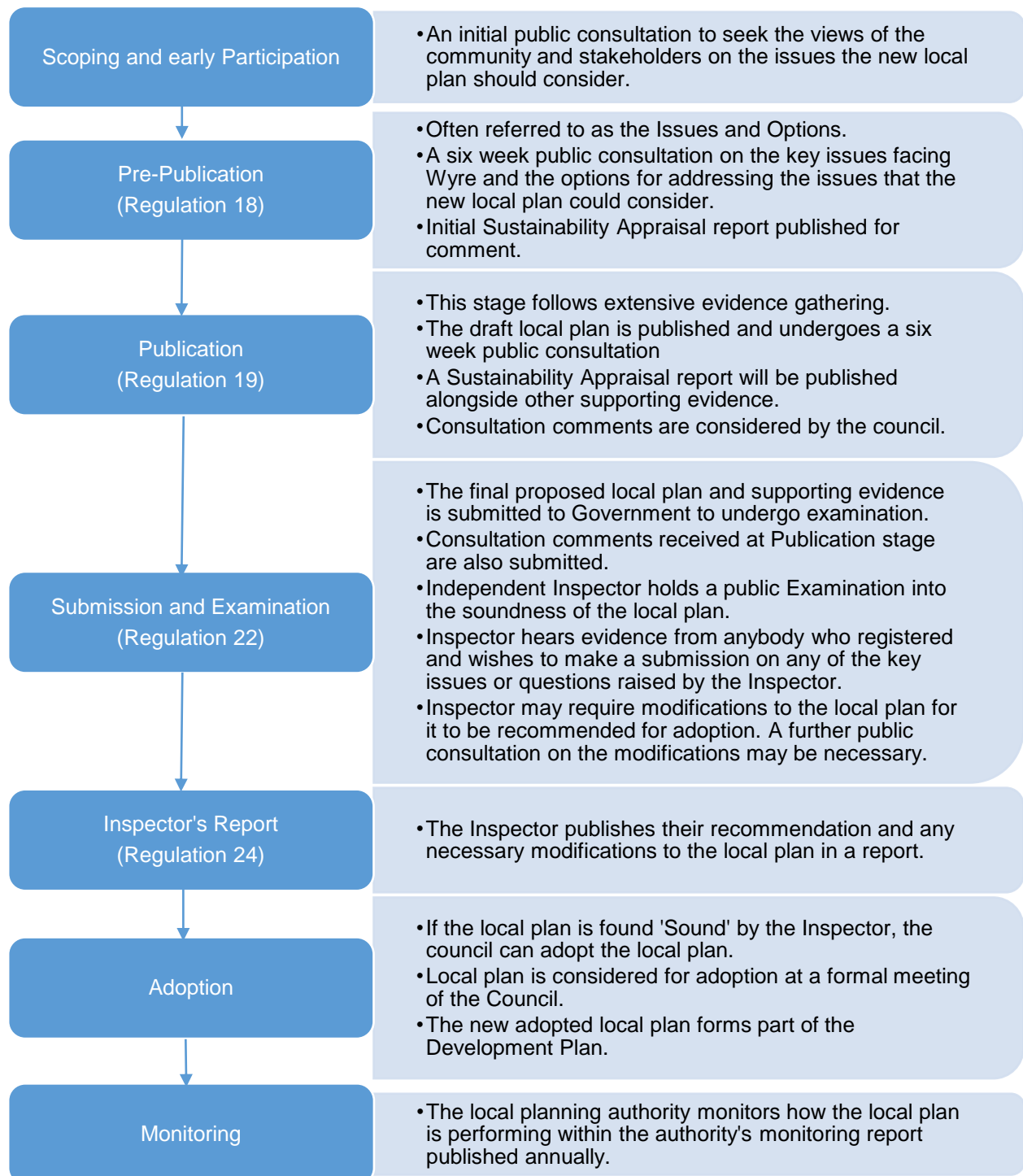


## 2 Context

### 2.1 Local plan process

2.1.1 The local plan must be prepared following prescribed stages to meet government legislation and national planning policy. Figure 2.1 sets out the key stages.

**Figure 2.1: Local Plan process**



## 2.2 The National Policy and Legislation context

2.2.1 The local plan must take account of the [National Planning Policy Framework](#) (NPPF) (December 2023) and [Planning Practice Guidance](#) (PPG).

2.2.2 The 2023 NPPF sets out that local plans must include strategic policies to address each local planning authority's priorities for the development and use of land. The local plan should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:

- Housing (including affordable housing), employment, retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

2.2.3 National planning policy and guidance have been frequently revised in recent years which makes the process of preparing local plans more difficult for local planning authorities. The Levelling Up and Regeneration Bill received Royal Assent on 26 October 2023. The new law sets a framework for the Government's planning reform which proposes significant changes to the plan making process. Whilst retaining an emphasis on a plan-led planning system, the reforms includes significant changes to the process of preparing a local plan and the matters the local plan should consider. The implementation of the 'new style' local plans will require further legislation, regulations and guidance which is expected to emerge over 2024.

2.2.4 This Issues and Options report has therefore been prepared in the context of current legislation, policy and guidance which provides the basis for plan making. As we prepare the new local plan, we will remain responsive to the Government's planning reform agenda, which may mean that we need to adapt and change our approach to the new local plan. Therefore, the proposed policy options and recommendations included in this Issues and Options report may be significantly altered as the emerging planning reforms are implemented. This may also have implications for the current local plan timetable.

## 2.3 Evidence Base

2.3.1 The local plan has to be supported by proportionate and up-to-date evidence. The council will collect relevant evidence on a range of key themes about the economic, environmental and social characteristics of the borough to inform the local plan. The published local plan evidence base is available to view [online](#) and additional evidence will be prepared throughout the plan preparation process.

## 2.4 Sustainability Appraisal

**2.4.1** A Sustainability Appraisal is the process of identifying the social, economic and environmental effects of a local plan to ensure that sustainable development is at the heart of the plan-making process. It applies a holistic assessment and where relevant, recommends improvements to the local plan to mitigate any negative effects.

There is also a requirement to undertake a Strategic Environmental Assessment and Planning Practice Guidance states that Sustainability Appraisal should incorporate the requirements of Strategic Environmental Assessment in to one coherent process. Wyre's Sustainability Appraisal therefore satisfies the requirements of the Strategic Environmental Assessment.

**2.4.2** The Sustainability Appraisal will be applied as an iterative process during the preparation of the local plan and will also be published for consultation alongside the local plan at key stages. A Sustainability Appraisal of the Local Plan Issues and Options has been prepared and is subject to consultation alongside the Local Plan Issues and Options.

### Question 1: Sustainability Appraisal

Do you have any comments on the Sustainability Appraisal?

## 2.5 Habitats Regulations Assessment

**2.5.1** A Habitats Regulations Assessment is the process of assessing if the local plan could significantly harm the designated features of a designated site of nature conservation, this includes the impact on:

- Special Areas of Conservation (SACs) (existing and proposed)
- Special Protection Areas (SPAs) (existing and potential)
- Ramsar Sites – wetlands of international importance (both listed and proposed)
- Areas secured as sites compensating for damage to a European site.

**2.5.2** A Habitats Regulations Assessment will be prepared to assess the Local Plan as it emerges.

## 2.6 Infrastructure Delivery Plan

**2.6.1** The local plan will be supported by an Infrastructure Delivery Plan. This will provide a framework for infrastructure provision over the plan period 2022-2040, setting out what level of new or improved infrastructure will be required to deliver the growth proposed in the local plan.

**2.6.2** The Infrastructure Delivery Plan is prepared by detailed consultation with a range of stakeholders and infrastructure/service providers, owing to the fact that Wyre council is not, in many instances, the infrastructure provider.

## 2.7 Neighbourhood Plans

**2.7.1** The Localism Act 2011 enables local communities to produce Neighbourhood Plans to support development in their areas. If the plans are adopted by Wyre Council, the Neighbourhood Plan forms part of the Development Plan and is used to determine planning applications. At present, two neighbourhood plan areas have been designated in relation to the settlements of Dolphinholme and Garstang; and one neighbourhood plan, the Barton Neighbourhood Plan was adopted in 2023 that covers part of Myerscough and Bilsborrow Parish in Wyre.

## 2.8 Duty to Co-operate

**2.8.1** The duty to co-operate 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.

**2.8.2** Local planning authorities must demonstrate how they have complied with the duty at the examination of the local plan. Wyre Council will continue to actively and constructively engaging with adjoining districts and other organisations and partners. This is including co-operation on key strategic and cross boundary matters and the preparation of joint evidence and studies where appropriate.

## 2.9 Links with the Council Plan

**2.9.1** The [Wyre Council Plan](#) covers 2024-2028 and sets out a vision:

Wyre is a place where everyone can prosper. We want everyone in Wyre to have access to jobs and share the benefits of economic growth; live in thriving, safe, more environmentally sustainable and welcoming communities; and be healthier and independent for longer.

**2.9.2** To make the vision a reality, the council commitments are in four key areas and include:

- People and communities
- Growth and prosperity
- Place and climate
- Innovative and customer focused

**2.9.3** Under the four key areas, the Council Plan sets out a range of actions that the council will undertake. Many of these are directly relevant to, and will be influenced by the local plan, this includes:

- Support people to help themselves and live independently in their own homes;
- Provide opportunities for people to lead healthy and active lifestyles;
- Develop Wyre's town centres to be thriving and welcoming places to live, work and visit;
- Grow the local economy through delivering the best support for small businesses and start-ups;
- Promote and support low carbon businesses and jobs;

- Build pride in our borough by ensuring our town centres and neighbourhoods are clean, attractive and well looked after;
- Ensure our towns and villages are supported by integrated infrastructure;
- Explore innovative approaches to reduce carbon emissions from council operations and support our communities and businesses to do the same;
- Work with partners to reduce the risk of flooding to homes and businesses across Wyre;
- Provide high quality parks and open spaces for everyone to enjoy;

**2.9.4** The new local plan will seek to support the delivery of the council plan where appropriate.

## **2.10 Climate change and carbon reduction**

**2.10.1** The council is legally required to consider what climate change means for the borough and how the planning system should respond. In addition, the new local plan is being conducted in the light of the decision by the Council on 11 July 2019 to declare a [climate emergency](#). This includes a commitment to:

- Ensuring that planning decisions are in line with the national government aim of achieving zero carbon by 2050; and
- Proactively using local planning powers to accelerate the delivery of net zero carbon developments and communities.

**2.10.2** Wyre Council has produced a draft [Climate Change Strategy](#) for the borough that explains how climate change will affect Wyre and provides a strategy for dealing with the challenges and making the most of the opportunities. The strategy contains eight objectives most of which are directly relevant to how we plan development in Wyre for the next 15 years. The objectives are:

- Buildings – retrofit and decarbonise buildings and heating systems.
- Transport – support decarbonised, safe and sustainable transport.
- Net zero council – embed climate action across council governance and financial decision-making.
- Planning – use our planning powers to plan for a low carbon and climate resilient future.
- Biodiversity – protect and increase biodiversity.
- Engagement – collaborate, educate and engage with others to take climate action.
- Waste – reduce waste, support a circular economy and sustainable food production.
- Adaptation - adapt to our changing climate.

**2.10.3** The current adopted local plan already contains a number of objectives and policies that have a climate change dimension. However, the new local plan provides an opportunity to think afresh about how we plan to address climate change matters over the next 15 years.



## 2.11 Wyre Moving More

2.11.1 The new local plan will also consider the Council's [Wyre Moving More Strategy \(2023-2028\)](#) - a five-year physical activity strategy for Wyre. This aims to embed a culture of 'moving more' and thereby increase physical activity levels across the borough's communities and to: "*Help Wyre residents to feel healthier, happier and better connected to their communities through physical activity*".

2.11.2 The Wyre Moving More Strategy includes a core theme of "active environments" which refers to creating and protecting the places and spaces that make it easier for people to be active. It also states that active environments will be delivered by:

- seeking external funding opportunities to provide improved built (indoor) facilities for physical activity and sport aligned with Wyre Moving More health and wellbeing objectives.
- capitalising on opportunities to provide inclusive walking and cycling infrastructure and to facilitate Active Travel in Wyre.
- improving the quality of, and opportunities for, physical activity in the outdoor environment including within / upon; parks, playing pitches, open spaces and waterways.
- creating better connectivity between Wyre's residents and the outdoor environment including its coastline.
- ensuring that the emerging local plan for Wyre fully reflects opportunities to increase physical activity levels in both the built and outdoor environments.

# Spatial Portrait

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### 3 Spatial Portrait

#### 3.1 Introduction

**3.1.1** The Spatial Portrait sets the context for the new 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 should consider.

#### 3.2 Spatial Characteristics

**3.2.1** 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.

**3.2.2** 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 National Landscape (formerly known as Area of Outstanding Natural Beauty). The northern coastline from Fleetwood to Pilling form part of Morecambe Bay which continues along the coastline to Barrow in Cumbria.

**3.2.3** 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.

**3.2.4** 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.

**3.2.5** 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 National Landscape.

**3.2.6** There are a number of settlements, which straddle Wyre Borough's administrative boundary. These are Cleveleys and Normoss straddling the boundary with Blackpool; and Barton straddling the boundary with Preston. In the north, Lower

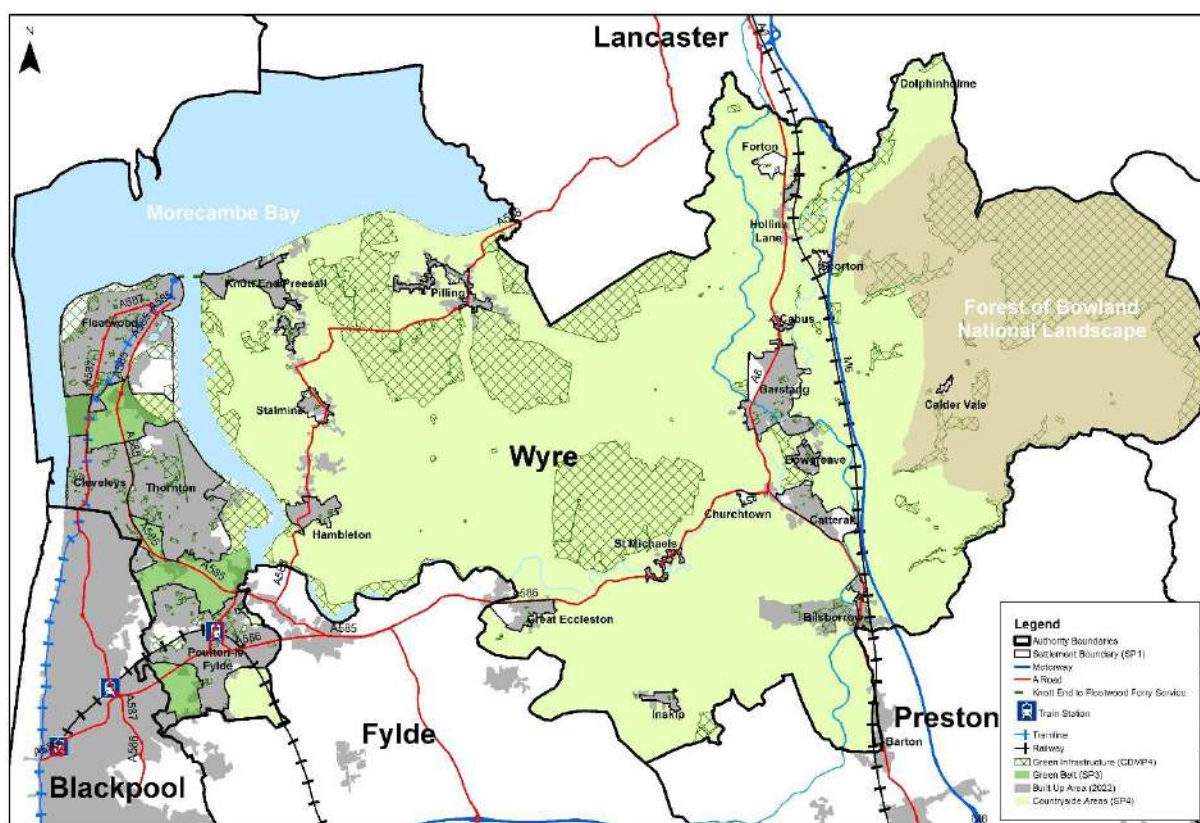
**Figure 3.1: Wyre Council location**



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.

3.2.7 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 Prosperity Board.

**Figure 3.2: Wyre’s Spatial Characteristics**

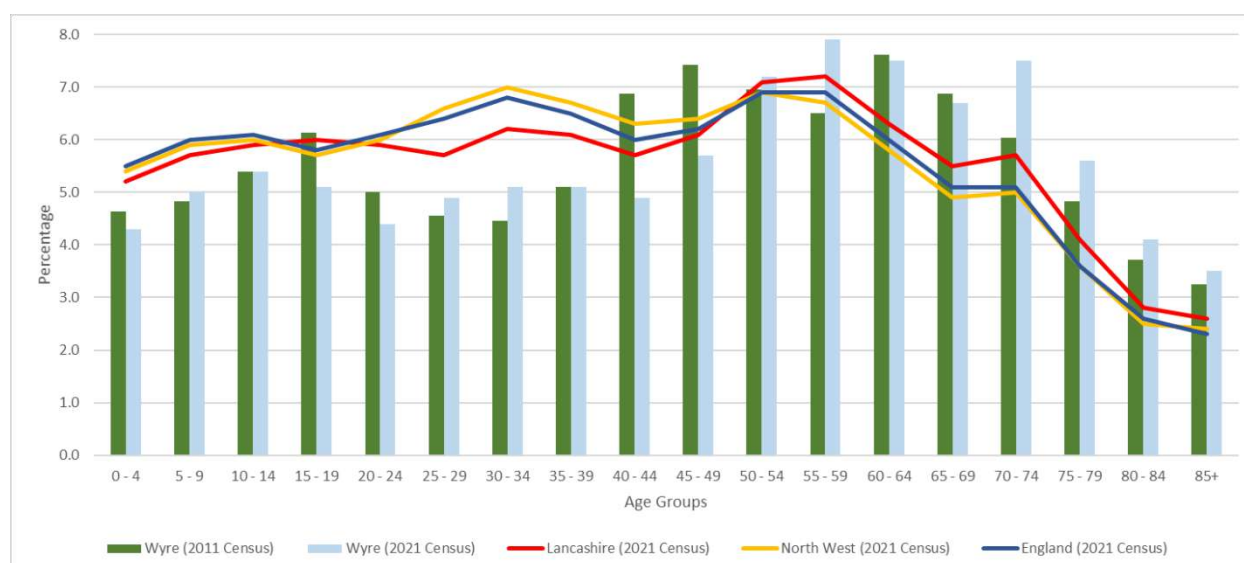


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### 3.3 Population and Society

3.3.1 The population for Wyre (Census 2021) is 111,929; this compares with the 2011 census figure of 107,749 representing a 3.87% increase and the 2001 figure of 105,618 representing a 5.97% increase. Growth in England between 2011 Census and 2021 Census increased by 6.6%, whilst growth in Lancashire (including Blackburn with Darwen and Blackpool) increased by 4.81%.

**Figure 3.3: Population structure of Wyre, 2011 and 2021 Census**

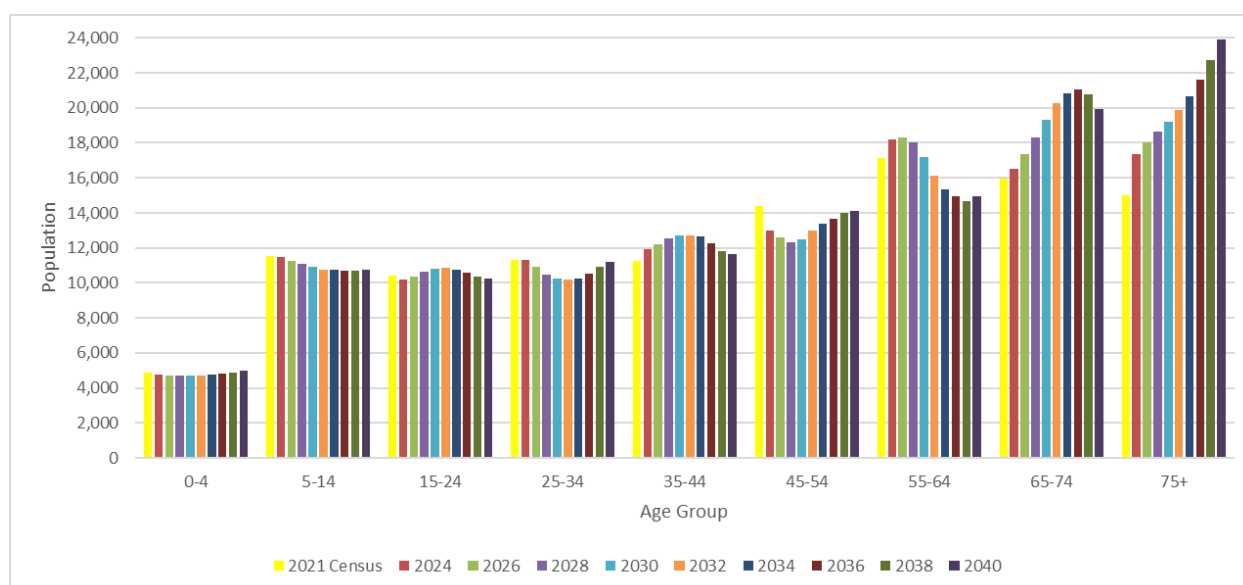


**3.3.2** Wyre’s population age structure is somewhat different in comparison to Lancashire (including Blackburn with Darwen and Blackpool), the North West and England. As shown in figure 3.3 (Census 2021) Wyre has a larger proportion of residents over the age of 70. In comparison to the 2011 Census, the age groups have changed slightly; large decreases in age groups 15-19 and 40-49 and large increases in age groups 55-59 and 70-74. Age groups over the age of 50 are higher than the regional and national average whereas age groups younger than 49 are all below the regional and national averages.

**3.3.3** The 2018-based population projection figures illustrate that Wyre’s population is projected to increase to approx. 121,660 by 2040 (8.7% greater than the 2021 Census). Wyre’s population is also projected to age considerably by the year 2040, especially the 75+ age group which has a significant projected increase of approximately 8,862 (representing a 59% increase when compared to the 2021 Census). The age group 65-74 is also expected to increase considerably by approximately 3,964 (25%). The projections also indicate that the age groups 0-4 and 35-44 are set to increase slightly. Age groups 5-14, 15-24 and 35-34 are expected to decrease slightly and the 55-64 age group is expected to see a significant decrease of approx. 2,211 (representing a 13% decrease when compared to the 2021 Census). Figure 3.4 illustrates the projected population, comparing against the 2021 Census figures.

**3.3.4** Wyre has a lower population density (Census 2021) compared to regional and national population densities. However, it must be noted that the population density in Wyre is unevenly distributed. Most of the population is concentrated within the urban areas of Fleetwood, Cleveleys, Thornton and Poulton-le-Fylde and the market town of Garstang.

**Figure 3.4: 2018-based Population Projections compared to Census 2021**

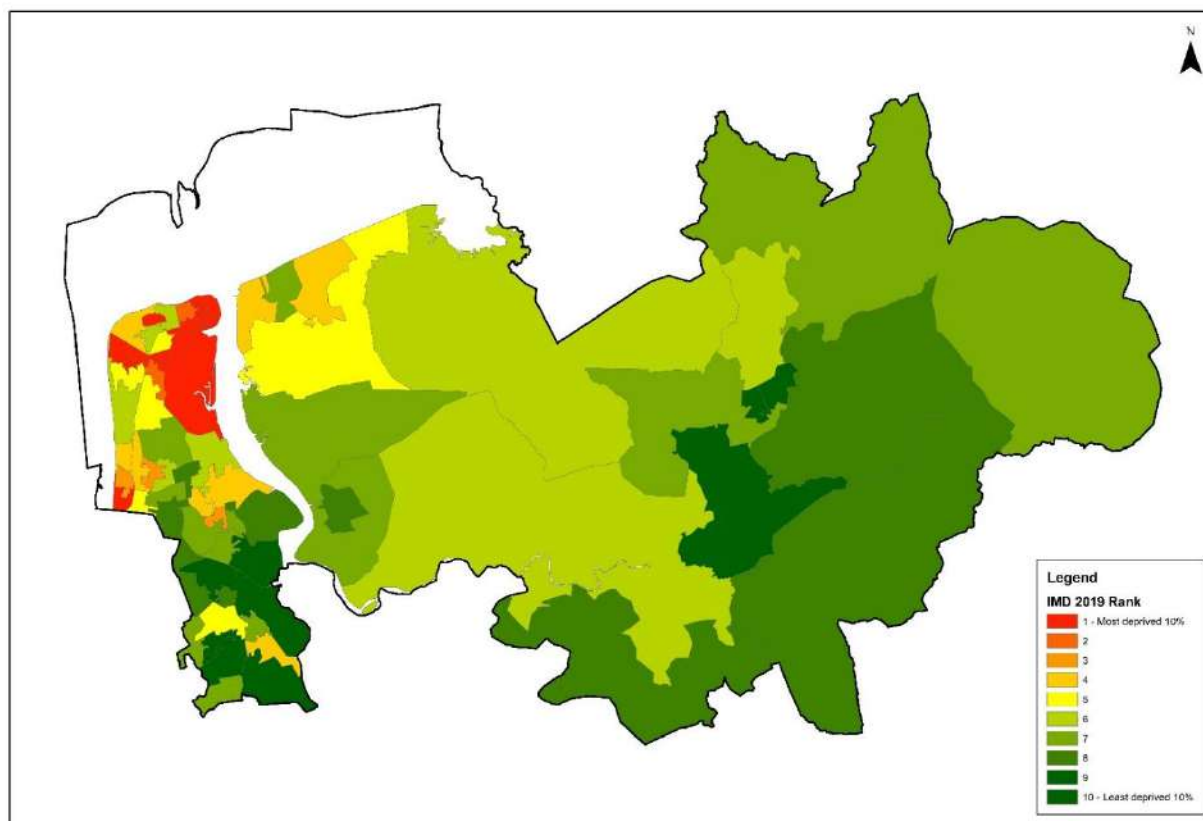


**Table 3.1: Population Density of Wyre, Census 2021**

	Wyre	Lancashire	North West	England
<b>Population</b>	111,929	1,235,300	7,417,300	56,489,800
<b>Area (sq. km.)</b>	282	2,894	14,108	130,311
<b>Population per sq. km.</b>	397	427	526	434

**3.3.5** The 2019 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 and Thornton are ranked in the least deprived areas of England.

**Figure 3.5: Indices of Multiple Deprivation (All IMD domains) for Wyre, Lower Super Output Areas (LSOA) by ranking position in England, 2019 (MHCLG (now DLUHC))**



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**3.3.6** At the age of 65, Wyre males have the same life expectancy as those across Lancashire but lower than England. Wyre females have a higher life expectancy at 65 compared to Lancashire and the North West but slightly lower than England. At the age of 65, females are expected to live 2.9 years longer than males.

**Table 3.2 Life Expectancy at 65 in Wyre (ONS)**

	Wyre		Lancashire		North West		England	
	Male	Female	Male	Female	Male	Female	Male	Female
<b>2018-2020</b>	83.1	86	83.1	85.2	82.9	85.2	83.7	86.1

**3.3.7** The 2021 census identified 8.8% of Wyre residents as being disabled and limited a lot. This has decreased from the 2011 census figure of 10.1%. Around 1 in 9 people (11.1%) were identified as being disabled and limited a little, compared with 10.6% in 2011. The proportion of residents who were not disabled increased from 79.3% to 80.2%. It should be noted that 2021 census took place during the coronavirus (COVID-19) pandemic. This may have influenced how people perceived their health status and activity limitations (Authority Monitoring Report).

3.3.8 The 2021 census identified that 48.3% of residents were in very good health. 32.5% in good health, 13.3% in fair health, 4.5% in bad health and 1.4% in very bad health.

### Key evidence base document(s) & data sources

- *Authority Monitoring Report 2022-2023*
- *Census 2011 (ONS)*
- *Census 2021 (ONS)*
- *2019 Indices of Multiple Deprivation*

### 3.4 Housing

3.4.1 There have been 4,958 new dwellings completed between 1 April 2011 and 31 March 2023 which equates to approximately 413 dwellings per annum. Of the 4,958 completions, 1,030 of these were affordable housing completions, equating to 20.8% of completions since 2011.

3.4.2 In recent years, the majority of new development has been focused within larger urban settlements and along the A6 corridor, which is reflective of allocated sites contained within the adopted Local Plan.

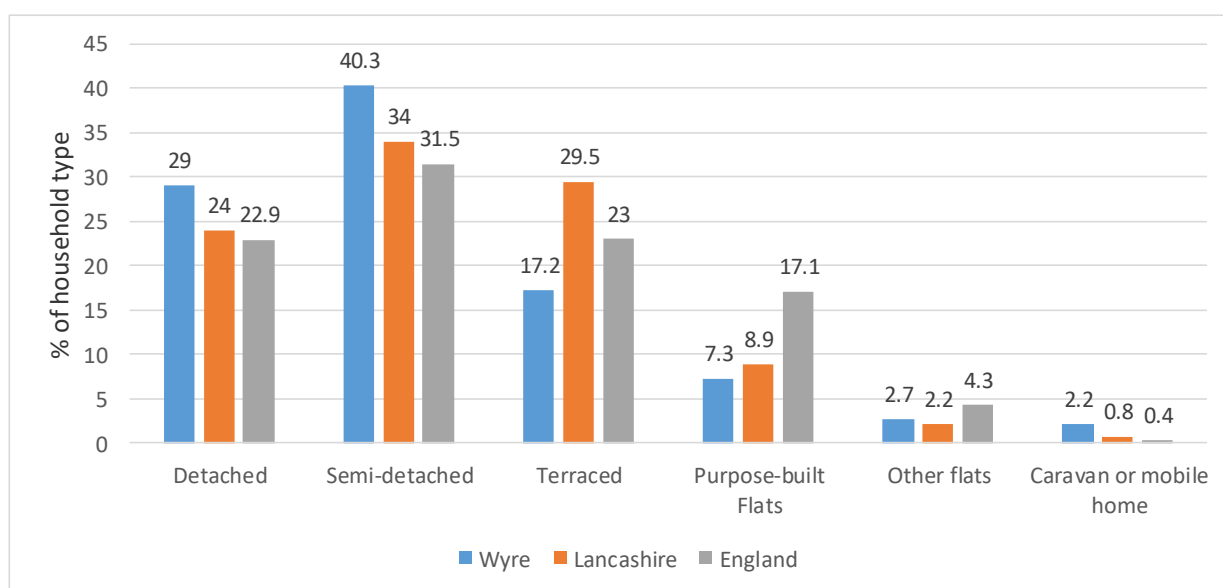
3.4.3 The 2021 Census indicates that there were approximately 53,346 dwellings and approximately 50,747 households in Wyre. The breakdown by tenure is illustrated in table 3.3

**Table 3.3 Housing type (2021 Census)**

	Wyre (%)	England Average (%)
Detached	29.9	22.9
Semi-detached	40.3	31.5
Terraced	17.2	23.0
Purpose built flat	7.3	17.1
Flat (converted house)	1.9	3.5
Flat (in commercial property)	0.8	0.8
Caravan or other temporary dwelling	2.2	0.4
Second addresses	4.6	5.4



**Figure 3.6 Housing type (2021 Census for Wyre, Lancashire and England)**

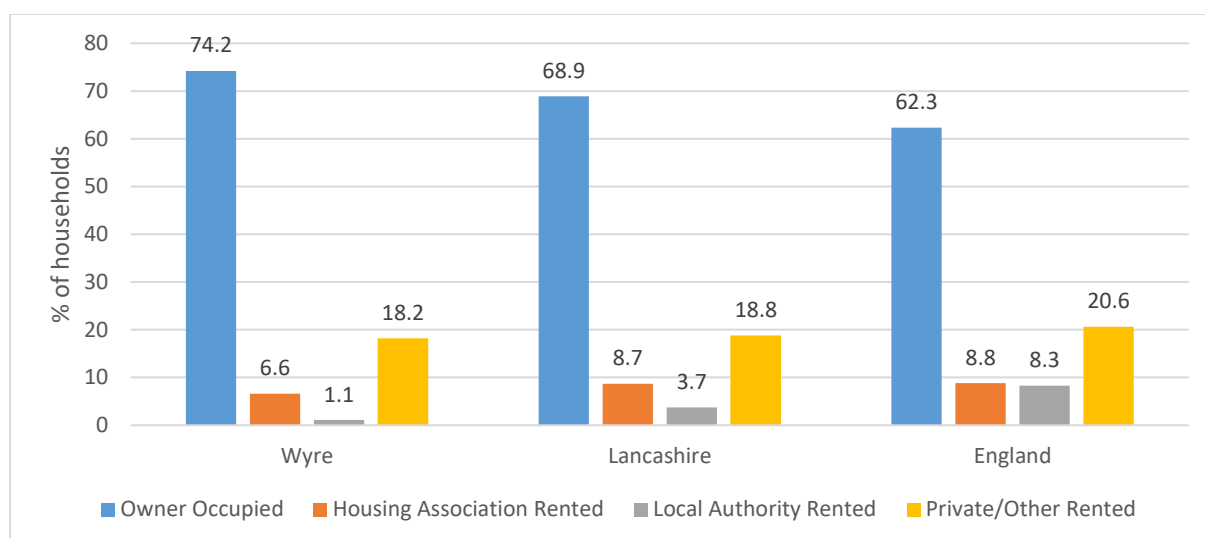


3.4.4 Table 3.4 illustrates the housing tenures across Wyre.

**Table 3.4: Housing tenure (2021 Census)**

	Wyre (%)	England Average (%)
Owner occupied	74.2	62.3
Owner-occupied: owned outright	44.7	32.5
Owner-occupied owned: with mortgage or loan	28.6	28.8
Owner occupied: shared ownership	0.8	1.0
Social rented households	7.6	17.1
Rented from council	1.1	8.3
Rented from Housing Association or Social Landlord	6.6	8.8
Rented from private landlord or letting agency	15.9	18.2
Other rented	2.3	2.4

**Figure 3.7: Housing tenure (2021 Census) for Wyre, Lancashire, and England**



**3.4.5** The 2021 Census indicates that there were approximately 7.8% of households had 1 bedroom, 29.8% had two, 42.6% had 3 and 19.9% had 4 or more bedrooms.

**3.4.6** As at 2022, Wyre had a total of 905 vacant homes, representing 1.7% of the total dwelling stock, compare to 3.3% in Lancashire and 2.7% in England.

### Key evidence base document(s) & data sources

- *Housing Monitoring Report 2023 report*
- *Census 2021*

## 3.5 Economy

**3.5.1** 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 adopted local plan sets out a hierarchy of different centres within the borough, based on their size and role. 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.

**3.5.2** There are four smaller 'district centres': two in Thornton, one in Knott End and 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 local and neighbourhood centres and free standing local shops, mostly in the main towns serving their immediate community.

**3.5.3** In recent years, there has been fluctuating vacancy rates across all four town centres. This could be a direct consequence and combination of the COVID-19 pandemic and amendments to the Use Class Order in September 2020, which allows for greater flexibility when changing the use of buildings. This amendment allowed units previously operating as retail premises to change into residential properties.

3.5.4 January 2023 vacancy rates in both Fleetwood (13%) and Garstang (10%) were above the regional average (9.7%). Vacancy rates in Cleveleys (8%) and Poulton-le-Fylde (7.4%) were lower. The Teanlowe centre in Poulton-le-Fylde was redeveloped in 2015, providing a large modern retail premises, whilst the linear nature of Cleveleys and Fleetwood town centres, along with 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 (Affinity Lancashire) which attracts many visitors from outside of the borough.

3.5.5 Table 3.5 indicates the levels of employment in selected economic sectors in 2021. Compared regionally, the borough had a strong representation in the Agriculture, Forestry and Fishing sector which was significantly higher than the regional average. This was 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 3.5: Number of Jobs in Selected Economic Sectors, 2021 (Draft Fylde Coast Employment Land Review, 2024)**

<b>Economic Sector</b>	<b>Number of Jobs</b>
Agriculture, forestry and fishing	902
Mining, quarrying and utilities	124
Manufacturing	3,643
Electricity, gas, steam and air conditioning supply	380
Water supply; Sewerage, waste management and remediation activities	281
Construction	4,536
Wholesale and retail trade; repair of motor vehicles and motorcycles	6,751
Transport and storage	1,753
Accommodation and food services	2,700
Information and Communication	1,030
Financial and Insurance	974
Real estate activities	576
Professional, scientific and technical	2,401
Administrative and support services	1,888
Public administration and defence	5,090
Education	4,777
Human health and social work activities	7,848
Other	2,184
<b>Total</b>	<b>47,838</b>

**3.5.6** 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 and rural businesses including farming businesses are important to the sustainability of rural communities and valuable to the local economy.

**3.5.7** Hillhouse at Thornton was designated as an Enterprise Zone in 2016 and it is now known as Hillhouse Technology Enterprise Zone, Lancashire and forms part of the Lancashire Advance Manufacturing and Energy Cluster. Hillhouse has previously attracted large international companies. The enterprise zone designation was expected to further encourage growth and investment in chemicals, advance manufacturing and energy sectors. However, recent complexities such as Brexit, COVID-19 and other external variables including infrastructure may have contributed to a slower rate of growth than was anticipated.

**3.5.8** 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 although the site has and continues to remain vacant. The site is identified in the Fleetwood Regeneration Framework as a potential development opportunity but constraints and development viability are hindering the development of the site. The Fleetwood to Knott End ferry service remains in situ and provides a vital link for visitors and locals between the two settlements across the estuary.

**3.5.9** The Commercial Market Review (2015) identified three separate sub-markets within the borough - the A6 Corridor (Garstang and Catterall), Wyre Peninsula (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.

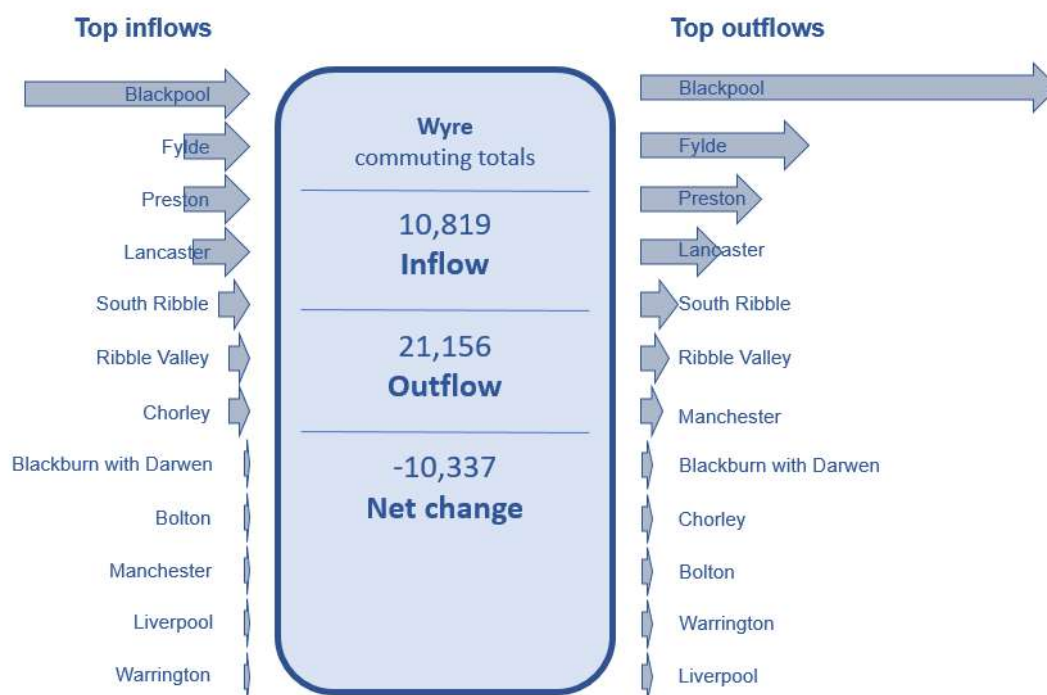
**3.5.10** It should be noted that Census 2021 took place during the COVID-19 pandemic; a period of rapid and unparalleled change; the national lockdown, associated guidance and furlough measures will have significantly affected the labour market and the ability to measure it. The ONS has started to release data, but not all the same data topics/categories are available that can be found for the 2011 Census.

**3.5.11** Wyre has seen the North West's joint third-largest percentage-point fall (alongside West Lancashire and Oldham) in the proportion of people aged 16 years and over (excluding full time students) who were employed (from 51.9% in 2011 to 49.3% in 2021). In Wyre, those who are economically active, but unemployed, has decreased since the 2011 Census. Coinciding with the ageing population, there has been an increase to the percentage of those who have retired, with an increase of 1.2% since 2011 – this remaining significantly higher when compared regionally and nationally.

**Table 3.6: Economic activity and inactivity (2021 Census)**

	Wyre (Census %)		North West (Census %)		England (Census %)	
	2011	2021	2011	2021	2011	2021
Economically active, (excluding full-time students): In employment	51.9	49.3	54.2	53.7	56.5	55.7
Economically active, (excluding full-time students): Unemployed	2.7	2.2	4.2	2.8	4	2.9
Economically active and a full-time student: In employment	2.2	1.4	2.4	1.7	2.4	1.7
Economically active and a full-time student: Unemployed	0.5	0.4	0.8	0.6	0.7	0.6
Economically inactive: Retired	31.5	32.7	22.2	22.2	21.2	21.5
Economically inactive: Student	3.3	3.5	5.1	5.6	5.3	5.6
Economically inactive: Looking after home or family	2.5	3.3	3.6	4.7	4	4.8
Economically inactive: Long-term sick or disabled	4	4.8	5.3	5.3	3.8	4.1
Economically inactive: Other	1.4	2.4	2.2	3.3	2.2	3.1

**Figure 3.8 Wyre Council Travel to Work Flows (2021 Census)**



**3.5.12** As shown in figure 3.8, at the time of the 2021 Census, Wyre was a net exporter of labour. As recorded in the 2021 Census, of 47,835 Wyre residents in employment, 21,156 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 10,819 residents of other boroughs commute into Wyre to work, again predominantly from adjoining local authorities, representing a net outflow of 10,337 workers.

**3.5.13** The 2021 net outflow figure is similar to the 2011 Census, which represented a net outflow of 10,821 workers, representing a 4.47% decrease from 2011 to 2021.

**3.5.14** In 2022, there were 4.4 million tourism visits to Wyre, an increase of 44% year on year, which is nearly a return to pre pandemic visitor levels and provides a significant economic boost to the borough's visitor economy.

**Key evidence base document(s) & data sources**

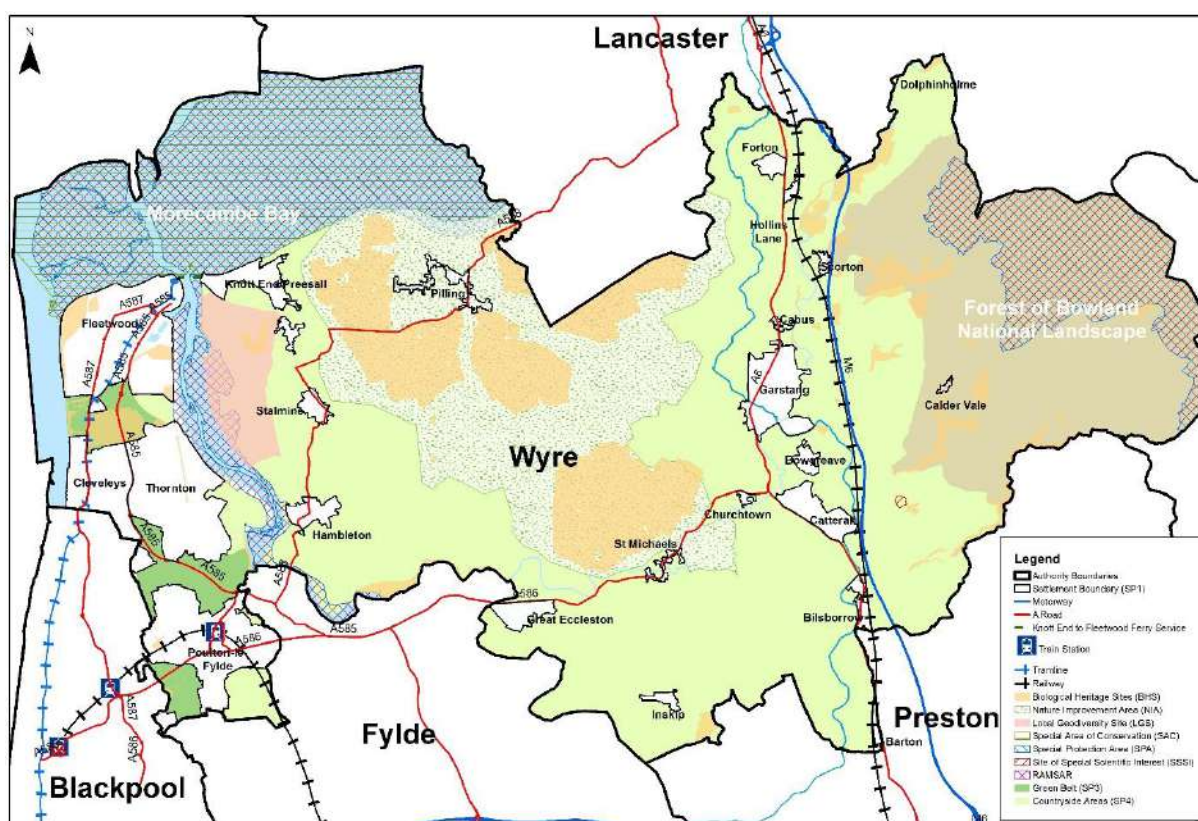
- *2011 Census (ONS)*
- *Draft Fylde Coast Employment Land Review (2024)*
- *Commercial Market Review (2015)*
- *Fylde Coast Retail Study (2011) and Update (2013)*
- *Employment Land Monitoring Report 2022-2023*
- *District and Local Centre Study (2017)*
- *Settlement Study (2016)*
- *Authority Monitoring Report 2022-2023.*
- *Marketing Lancashire*

### 3.6 Environment

3.6.1 One of the borough’s assets is its 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.

3.6.2 As shown on figure 3.9, there are significant areas designated for their environmental importance. Table 3.7 illustrates the number and total area of the environmental designations in Wyre.

**Figure 3.9 Environmental Designations and Key Considerations in Wyre**



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**Table 3.7 Environmental Designations in Wyre**

Designation and Key Considerations	Total Number	Total Area (hectare)
National Landscapes (formerly AONB)	1	5,078
Sites of Special Scientific Interest (SSSI)	5	6,297
Special Protection Area (SPA)	2	6,229
Special Areas of Conservation (SAC)	1	4,058
Biological Heritage Sites (BHS)	69	3,308
Local Geodiversity Sites (LGS)	4	616.4

3.6.3 As of August 2023, the designated Green Belt in Wyre covers an area of 684.7 hectares on the urban peninsula to the west of the borough between Fleetwood,

Thornton and Cleveleys; and between Poulton-le-Fylde, Thornton, Cleveleys and Blackpool.

**3.6.4** To the east of the borough is the Forest of Bowland National Landscape which partially lies within Wyre (see figure 3.7). 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.

**3.6.5** Lancaster Canal to the east of the borough is also an important asset with a multi-functional role as a leisure, recreation, and as a tourism asset. Lancaster Canal is also designated as a Biological Heritage Site, emphasising the importance towards wildlife and as an ecological corridor/resource. The canal links Wyre to Lancaster to the North and Preston to the South.

**3.6.6** The Morecambe Bay Limestones and Wetlands Nature Improvement Area partially covers Wyre (see figure 3.7) and is an area internationally significant for nature conservation by improving and connecting the area's special wetland, limestone grassland and woodland habitats, as well as inspiring community action and supporting sustainable farming, woodfuel and wildlife tourism.

**3.6.7** 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, classified as a Special Protection Area, Special Area of Conservation and a Ramsar site (see figure 3.7). Morecambe Bay is a Marine Protected Area (previously known as a European Marine Site). In 2019, the Wyre-Lune Marine Conservation Zone, which is an inshore site was also designated.

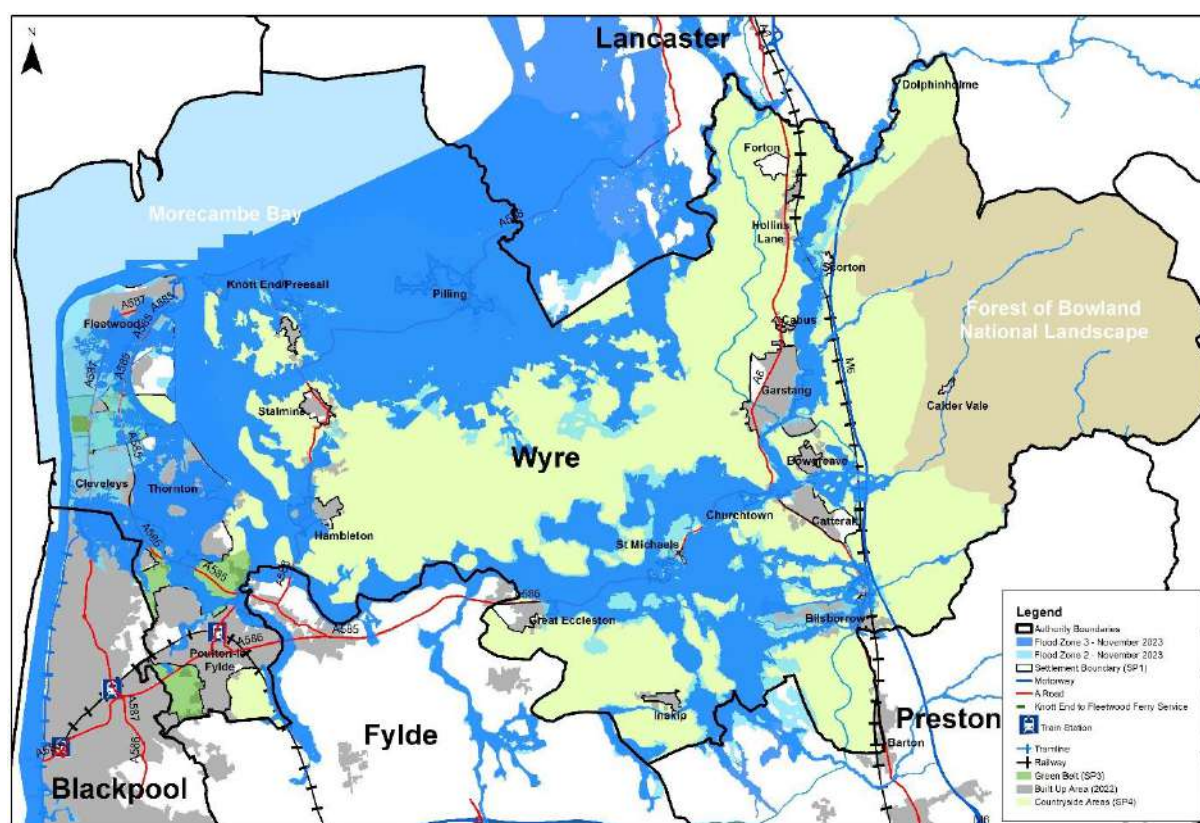
**3.6.8** There are several important green corridors/linkages throughout the borough which link different areas, both locally and sub-regionally, these include the River Wyre, Lancaster Canal, cycling routes and Public Rights of Way.

**3.6.9** 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. Both the 'Silverdale to Cleveleys' and 'Cleveleys to Pier Head' (Liverpool) segments of the route are currently at stage 5: in progress (not yet available for public use – work to establish the route is currently taking place).

**3.6.10** 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. As shown in figure 3.10, some settlements are fully covered by a flood zone 2 or 3 designation.



Figure 3.10 Flood Zone 2 and 3 in Wyre (Environment Agency, November 2023)



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Agricultural land has been classified by the Department for Environment Food & Rural Affairs, 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.

**3.6.11** Bathing water quality within the borough is monitored in two locations: Cleveleys and Fleetwood. Monitoring has been undertaken at these locations since 1988. In 2023, both Fleetwood and Cleveleys sampling points were classified as 'good'. Each location has maintained this classification since at least 2018.

**3.6.12** 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 located around Chapel Street in Poulton-le-Fylde. Monitoring in 2021 concluded that for the eighth consecutive year there have been no exceedances of the national objective of 40ug/m<sup>3</sup>.

### Key evidence base document(s) & data sources

- *Environment Agency Flood Maps for planning*

- *Authority Monitoring Report 2022-23*
- *Lancashire County Council Data Catalogue (GIS)*
- *Environmental designations data sourced from relevant stakeholder GIS portals*

### **3.7 Heritage and the Built Environment**

**3.7.1** 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.

**3.7.2** 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.

**3.7.3** There are eight Scheduled Monuments in Wyre - three near Bleasdale within the Forest of Bowland National Landscape, one in Garstang, one at Barnacre-with-Bonds, one in Great Eccleston and one in Cloughton.

**3.7.4** As at January 2024, Historic England identified 309 listings<sup>1</sup> of listed buildings in Wyre. Of these, two were Grade I, seven were Grade II\*, and 300 were Grade II. Of the 309 listings, two are recorded on the heritage at risk register by Historic England.

**3.7.5** There are two Grade II Registered Historic Parks and Gardens in Wyre - The Mount (including surrounding cobbled wall) and the Memorial Park at Fleetwood.

### **3.8 Infrastructure**

**3.8.1** 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.

**3.8.2** The A585 trunk road links the borough's main urban towns 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. National Highways have constructed a scheme to bypass Little Singleton junction on the A585(T) which is a major pinch point. The new road officially opened in March 2024.

**3.8.3** 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 current local plan is supported by highway and transport evidence prepared by Lancashire County Council, including a Highway Mitigation Strategy for the A6 corridor and Poulton-le-Fylde. This comprises a range of initiatives to support the development in the adopted local plan, including a number of highway and

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<sup>1</sup> Some listings include more than one listed building, i.e., a terraced street with individual listed buildings is included as one listing.

sustainable transport improvements. This evidence will require an update for the new local plan.

**3.8.4** 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 only has a school service in place 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. These services are reduced on Sundays. There is also one southbound service (Sunday-only) direct train to London Euston in the early evening. The station has limited parking and no opportunities to expand the car park on site. The station had 425,336 entries/exits for the year 2021-22.

**3.8.5** 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. More recently, the Blackpool Tramway extension connects the promenade tramway with Blackpool North Railway Station.

**3.8.6** As of August 2023 (latest data available from Lancashire County Council), there was a total 77,215 metres of dedicated cycle routes within the borough, including 30,346m off road and 46,869m on road. The borough also has 26.53km's of bridleways used for walking, cycling and riding within a much larger extensive Public Rights of Way network.

**3.8.7** In Wyre there are a total of 41 primary schools, seven secondary schools and six 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.

**3.8.8** Wyre has a hospital in Fleetwood although it does not have an A&E department. When considering other NHS facilities, Wyre has 13 doctor's surgeries and health centres around the borough, eight dentists, 13 opticians and 14 pharmacies. There is also three fire stations located at Fleetwood, Knott-End/Preesall and Garstang, two ambulance stations located at Fleetwood and Thornton along with one police station in Fleetwood. The borough has a total of 40 care homes, with ratings varying from 'requiring improvement', 'good' and 'outstanding'. None of the homes are deemed as being inadequate.

### Key evidence base document(s)

- *Infrastructure Delivery Plan 2017 (updated August 2018)*
- *Lancashire County Council Highways Evidence 2017*
- *National Highways (formerly Highways England) Evidence Base 2016*
- *Lancashire County Council Data Catalogue (GIS)*

#### **Question 2: Spatial Portrait**

Do you agree that the Spatial Portrait is factually correct?

Is there anything that should be added, deleted or amended?

# Key Issues and Challenges

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## 4 Key Issues and Challenges

4.1.1 This section identifies the key issues the council is considering at this early stage of plan preparation. These issues are derived from the Spatial Portrait and the emerging evidence base.

### Population

4.1.2 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 and disabled 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 reduced. This issue is more pertinent in rural areas.

4.1.3 Although Wyre is generally not a borough with high deprivation, there are concentrations of deprivation which the council must continue to tackle. The provisional release date for the updated Indices of Multiple Deprivation data is now 2027. This will provide a more accurate update as to whether deprivation remains a key issue in currently known areas.

### Housing

4.1.4 Wyre has a greater variety and choice of housing in terms of type and tenure. There has been a need for smaller properties to enable younger households to form. Smaller properties can assist in older people downsizing, whereas larger properties can potentially accommodate home offices. A better balance of housing provision in Wyre could continue to be achieved through existing policy.

4.1.5 There is need for affordable housing<sup>2</sup> across most of the borough. The main way of providing affordable housing for the foreseeable future is through policy retention which requires a percentage of new dwellings to be affordable. Over the past decade, government have continued to bring forward new affordable housing schemes such as discount market housing and first homes.

### Economy

4.1.6 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.

4.1.7 Partners continue to work towards enhancing Hillhouse Technology Enterprise Zone with particular emphasis being on infrastructure improvements, which in turn could stimulate investment. It is also necessary for the local plan to continue to provide

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<sup>2</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.

the framework for Fleetwood Port which is part of Fleetwood's heritage and character. The Port offers a unique opportunity in Wyre to accommodate port-related activities although wider regeneration of the site to support Fleetwood should be explored.

4.1.8 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 needs to be protected and where possible enhanced.

### **Natural and built environment**

4.1.9 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.

4.1.10 In accommodating growth and change, high quality 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.

4.1.11 Wyre's beautiful natural environment – from coast to upland moors – is a defining characteristic of the borough. The council has a legal duty to conserve and enhance biodiversity and will be playing an active role in the development of the Lancashire Local Nature Recovery Strategy. Balancing the needs of development against the need to protect our valued environment will be a key issue for the new local plan.

4.1.12 Green infrastructure, including valued parks, open spaces and outdoor sports facilities, has an important role in developing and maintaining sustainable and healthy communities. Overall, there is a shortage of green infrastructure within our settlements. It is therefore important that the new local plan continues to protect the green infrastructure that does exist now. The new local plan will also need to ensure that new developments provide green infrastructure and create links into the existing network.

4.1.13 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. In many parts it includes developments which add further to the need to protect against further consolidation and the sense of settlements merging.

4.1.14 There is no designated Green Belt between rural settlements, but it is important that rural settlements retain their separate identity. The existing local plan contains a policy for strategic areas of separation, ensuring that the effectiveness of the gap protects the identity and distinctiveness of settlements.

## Climate change

**4.1.15** Climate change refers to a large-scale, long-term shift in the planet's weather patterns – including average rainfall and increasing extreme weather events - and average temperatures. These shifts pose significant risks to people and places across the planet, especially to those who are most vulnerable.

**4.1.16** Climate change is a global issue with local solutions. Extreme weather events, changes to seasonal weather characteristics and sea level rises can have direct impacts at the local level. These impacts will include increased flood risk which is of particular concern in Wyre due to its geography. Looking ahead, it will be important that new development does not contribute to increased flood risk and will remain safe for its occupants.

**4.1.17** 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 in a borough with a large rural area, but new developments by virtue of their location and design will need to continue to contribute to a low carbon environment.

**4.1.18** In addition, future developments and their occupants will need to be planned to be able to adapt to the consequences of climate change over a period of years, including extreme heat impacts. Building adaptation and resilience into the design and layout of new development will be a key issue for the new local plan to consider.

## Infrastructure

**4.1.19** 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 have previously been the main limitation with significant impact on the amount and location of new development.

**4.1.20** The west coast main rail 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 previously held with Network Rail about the possibility of a new station in the east of the borough concluded that it is not feasible in the existing 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 and stakeholders have previously concluded that reopening the line for commercial services would be subject to viability – a Strategic Outline Business Case (SOBC) has been submitted to government and is currently being considered.

**4.1.21** In some settlements where facilities and services are limited, growth raises issues of sustainability. It is important that growth of smaller settlements occurs sustainably.



4.1.22 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 remains an issue, limiting the potential for more use of the station as park and ride and also causing on-street parking by commuters.

4.1.23 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 will highlight all necessary infrastructure together with broad costs, timescales and responsibilities for providing it. It is important that the Infrastructure Delivery Plan remains a 'live' document and critical infrastructure is monitored within Wyre's Authority Monitoring Report annually.

### **Question 3: Key Issues**

Do you agree that the key issues are factually correct?

Is there anything that should be added, deleted or amended?

# Vision and Objectives

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## **5 Vision and Objectives**

### **5.1 Vision**

**5.1.1** The vision sets out what kind of borough, Wyre aspires to be by 2040. The vision is drafted for public consultation.

### **5.2 Wyre 2040 – a vision statement:**

**5.2.1** There will be balanced sustainable growth to make Wyre in 2040 an attractive place to live, work, visit and do business.

**5.2.2** Wyre's distinctive urban and rural communities from our coast to countryside, alongside its rich heritage, rural landscapes and valued biodiversity that is unique to Wyre, will be protected and where opportunities arise, will be enhanced.

**5.2.3** The borough will have risen to the challenge of climate change, it will have mitigated, adapted and improved its resilience to climate change. New development has been located in areas with lower risk from flooding or coastal change. Opportunities for appropriate low carbon and renewable energy will have been harnessed.

**5.2.4** The borough will see sustainable economic growth that retains and attracts new businesses and provides the environment to support local businesses to establish and grow. Opportunities for a wide choice of jobs across the borough will be created and our workforce will be retained and upskilled to be adaptable and resilient to the changing economy. Changing working practices will be facilitated. We will support Wyre's growing tourism economy and promote our coast to countryside offer, supporting appropriate tourism businesses and attractions.

**5.2.5** Wyre has attracted new investment at Hillhouse Technology Enterprise Zone to make a valuable contribution to the overall Fylde coast economy. Regeneration at Fleetwood Port and Dock will be realised.

**5.2.6** Our town and retail centres will have adapted to changes in retailing and be a vibrant welcoming place to live, work and visit. They will provide community hubs to meet the needs of our residents and visitors, providing employment, retail, leisure and community facilities.

**5.2.7** Our communities will have access to the same opportunities to live in thriving, safe, welcoming communities and feel empowered. The quality of life will be improved and provide opportunities for people to lead healthy and active lifestyles by ensuring our leisure facilities and parks and open spaces are integrated into our communities for everyone to enjoy.

**5.2.8** Environmentally sustainable communities have been created. Sustainably located good quality housing that provides affordable and market housing options to meet the needs of the whole community, will be provided, with a range of size, type and tenure. Provision of accommodation appropriate for older people and people with disabilities has been delivered, to meet the housing needs of an ageing population and free up family housing.

5.2.9 Development has taken place in a co-ordinated manner and is supported by necessary infrastructure. Substantial improvements to highways have been made including the A585(T) and local network in Poulton-le-Fylde to ease congestion. The Poulton-Fleetwood rail line has reopened. Enhanced walking and cycling routes have strengthened links within and between settlements.

#### Question 4: Vision

Do you agree with the proposed vision statement?

Is there anything that should be added, deleted or amended?

### 5.3 Objectives

5.3.1 The following set of objectives have been drafted for the new local plan and are intended to help achieve the proposed vision for Wyre. The objectives will run throughout our policies and will be the basis for how we will measure the performance of the local plan. The objectives are not listed in order of importance and are drafted for public consultation.

Objective 1:	<b>Tackling the climate emergency</b> – to ensure all new development contributes to the borough achieving net zero by 2050 and that we mitigate, adapt and improve our resilience to climate change, including flood risk and coastal change.
Objective 2:	<b>Designing beautiful communities</b> – to protect, enhance and promote the borough’s varied and high quality environment, including its rich heritage, local character and identity.
Objective 3:	<b>Natural environment</b> – to protect, enhance and promote the borough’s varied and outstanding natural environment, landscapes, habitats and biodiversity, and our network of green infrastructure and open space.
Objective 4:	<b>Supporting jobs and the economy</b> – to support business investment and job creation opportunities to support a resilient economy to deliver prosperity for the whole community.
Objective 5:	<b>Promoting vibrant town and retail centres</b> – to encourage investment and ensure vitality to meet the needs of our communities and visitors.
Objective 6:	<b>Meeting future housing needs</b> – to provide housing to meet people’s needs, including affordable housing, which meets a range of needs over people’s lifetime.
Objective 7:	<b>Promoting sustainable transport</b> – to promote sustainable modes of travel by locating development sustainably, enhancing travel

	networks for walking, cycling and public transport to provide a range of transport choice.
Objective 8:	<b>Infrastructure</b> – collaborative working with partners and stakeholders to secure necessary infrastructure needed at an appropriate time to support new development.
Objective 9:	<b>Designing healthy environments</b> – to ensure new buildings and open spaces encourage active and healthy lifestyles to support the health and wellbeing of our communities and reduce inequalities.
Objective 10:	<b>Minimise environmental impact</b> – including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures.

### Question 5: Objectives

Do you agree with the proposed objectives?

Is there anything that should be added, deleted or amended?

# Spatial Strategy

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## 6 Spatial Strategy

### 6.1 Introduction

6.1.1 A key element of the Local Plan is defining a Spatial Strategy which identifies the locations within the borough where development will be directed in order to deliver the vision and objectives.

6.1.2 When determining the approach to the spatial distribution of development a key challenge is how to accommodate this growth in a way which makes the most of the borough's resources and minimises harm to the natural and built environment and existing communities.

6.1.3 The approach to distributing development in the existing local plan has been 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.

6.1.4 It is likely that this balancing exercise will also be relevant for the new local plan, although it is necessary as a requirement of the local plan process, that the strategy on which the plan is based should be the most appropriate, when considered against reasonable alternatives.

6.1.5 Four alternative spatial planning options for accommodating development in the period up to 2040 are therefore proposed. These options have been developed taking into account emerging evidence and regard has also been had to the previous options considered in the existing local plan.

6.1.6 The emerging evidence identifies the scale of development that will be necessary to meet the borough's needs over the plan period:

- Housing - as set out later in section [7.4](#), the government advises local authorities to use the standard method to determine the minimum number of homes each local authority should plan for the area. The standard method calculation identifies that there is a minimum annual housing requirement of 275 homes per year, the equivalent of 4,950 homes for the plan period 2022-2040.
- Employment – as set out later in section [7.2](#), the draft Fylde Coast Employment Land Review 2024 identifies the objectively assessed need for employment development is 24.15 hectares over the period 2022-2042.

6.1.7 The scale of site allocations that are needed for the new local plan are unknown at this stage, it is likely that current site allocations from the existing local plan, that covers the plan period 2011-2031, will contribute significantly towards meeting the development needs for the new local plan. It is not possible at this stage in the plan process to provide the precise number of additional dwellings or amount of

employment land that will be needed. The work to determine this has not yet been completed. It is estimated that around 1,400 additional dwellings may be needed.

6.1.8 Spatial Options one, two and three relate to the same amount of development but provide different approaches to distributing this growth. Each spatial option is accompanied by a map which presents a proposed geographical distribution of development. These maps provide an indication of the level of development that would be directed to different parts of the borough – which is expressed as being either significant, moderate or limited. For the purpose of these maps, the level of significance is proportionate to the size of the existing settlement. As a result, a moderate level of development in Poulton-le-Fylde would, for example, equate to a greater number of new dwellings and employment land than a moderate level of development in Great Eccleston.

6.1.9 The spatial options relate to the distribution of housing and employment development and are not intended to apply to retail development given that national planning policy dictates that retail is largely fixed to existing town centres. The spatial distribution of development illustrated is based upon existing settlements identified in the current local plan. The emerging new local plan may identify or amend the recognised settlements in Wyre.

6.1.10 Each spatial option directs a proportion of development to the rural settlements in recognition that some development must take place in these areas to ensure their long term sustainability. New development in rural settlements would be distributed taking into account the suitability of the settlement for further development. This would be determined by taking into consideration the size of the settlement and the extent to which key services and facilities are available within it. Regard would also be had to the potential for the settlement's service capacity to be upgraded to a satisfactory level, the function of the settlement in relation to other settlements, the availability of deliverable and developable housing and employment land and the capacity for settlements to grow sustainably.

6.1.11 The starting point in the implementation of any option would be the use of previously developed land where possible. It is however inevitable that each of the spatial options would also require the release of greenfield land on the edge of settlements. As set out later in section [7.6](#) a review of the Green Belt land is not proposed as part of this new local plan. At this stage, it is envisaged that sufficient previously developed land and greenfield land on the edge of settlements, located outside the Green Belt, will be available to be considered to meet the development needs to 2040.

6.1.12 At this early stage in the process the council has not decided on which option to take forward. The options are being put forward to stimulate discussion about how the development needs of the borough can be accommodated. Comments are sought on which option is most likely to achieve the vision and objectives and help deliver sustainable development.

6.1.13 Suggestions on alternative spatial options are also welcome. If the council agrees that any further options presented are appropriate and deliverable, then these will be appraised for their sustainability and will be given due consideration.



6.1.14 The choice of option will be informed by the results of this public consultation, the evidence base prepared to support the production of the local plan and the assessment of each of the options through the Sustainability Appraisal process. It will also have regard to the amount of development that is deliverable in different parts of the borough. The chosen spatial strategy may be based on one of the spatial options presented below, an alternative option proposed through the consultation process or a hybrid approach which combines the most sustainable, appropriate, and deliverable aspects of the different options.

## 6.2 Option 1 – Fylde Coast Peninsula Main Urban Area Focus

6.2.1 This option would focus the majority of new development on the main urban towns on the Fylde Coast Peninsula where there is good access to services and facilities and access to a rail station.

6.2.2 Located on the Fylde Coast Peninsula, Fleetwood, Cleveleys, Thornton and Poulton-le-Fylde are main urban towns. However, there are very limited opportunities for development in Cleveleys and there are limited options in Fleetwood, where viability may also be a constraint.

6.2.3 The use of previously developed land in the Fylde Coast Peninsula main urban towns would be prioritised. Furthermore, land located within existing settlements would also be prioritised where appropriate. This option would also likely need to consider opportunities to increase the density of development. However, given the limited amount of unconstrained land available for development, the delivery of this option would require development of greenfield land located on the edge of existing towns.

6.2.4 The remainder of new development would be split between the settlements on the A6 Corridor, including Cabus, Garstang, Bowgreave, Catterall, Bilsborrow and Barton, and other defined rural settlements.

6.2.5 The development which would be directed to the A6 Corridor would be focused principally on Garstang given that it offers the greater range of services and facilities than the other settlements on the A6 Corridor.

6.2.6 Compared to the other options, Option 1 would result in the lowest levels of development being directed to existing settlements along the A6 Corridor. However, the settlements along the A6 Corridor and in rural areas have limited previously developed land and limited land located within the settlement boundary that could be developed. Given the limited amount of unconstrained land available for development, the delivery of this option would require development of greenfield land located on the edge of existing settlements.

### What are the implications of Option 1?

6.2.7 Some of the key potential implications of Spatial Option 1 are outlined below:

#### Advantages

- By focusing development on the Fylde Coast Peninsula, the approach has the most potential to maintain and strengthen the role of the main urban areas;

- Development would be directed to those settlements where there are the most services and facilities, and which are already served by public transport. It would also result in development being directed to settlements that are in close proximity to facilities and employment opportunities in Blackpool. This would make the most effective use of existing infrastructure and would promote the use of sustainable transport;
- Development would be focused on the parts of the borough where the unemployment rate is highest and which contain pockets of deprivation. This could support the continued revitalisation of Fleetwood and potentially benefit the vitality and viability of the town centres on the peninsula by increasing the population within their catchment area;
- Development would be focused on the parts of the borough where the need for affordable housing is the greatest.
- Focusing development on the peninsula would maximise opportunities for promoting the reuse of existing buildings and previously developed land; and
- Compared to the other options presented below, Spatial Option 1 would result in the lowest levels of development in rural areas which would therefore lead to less pressure on the open countryside and agricultural land.

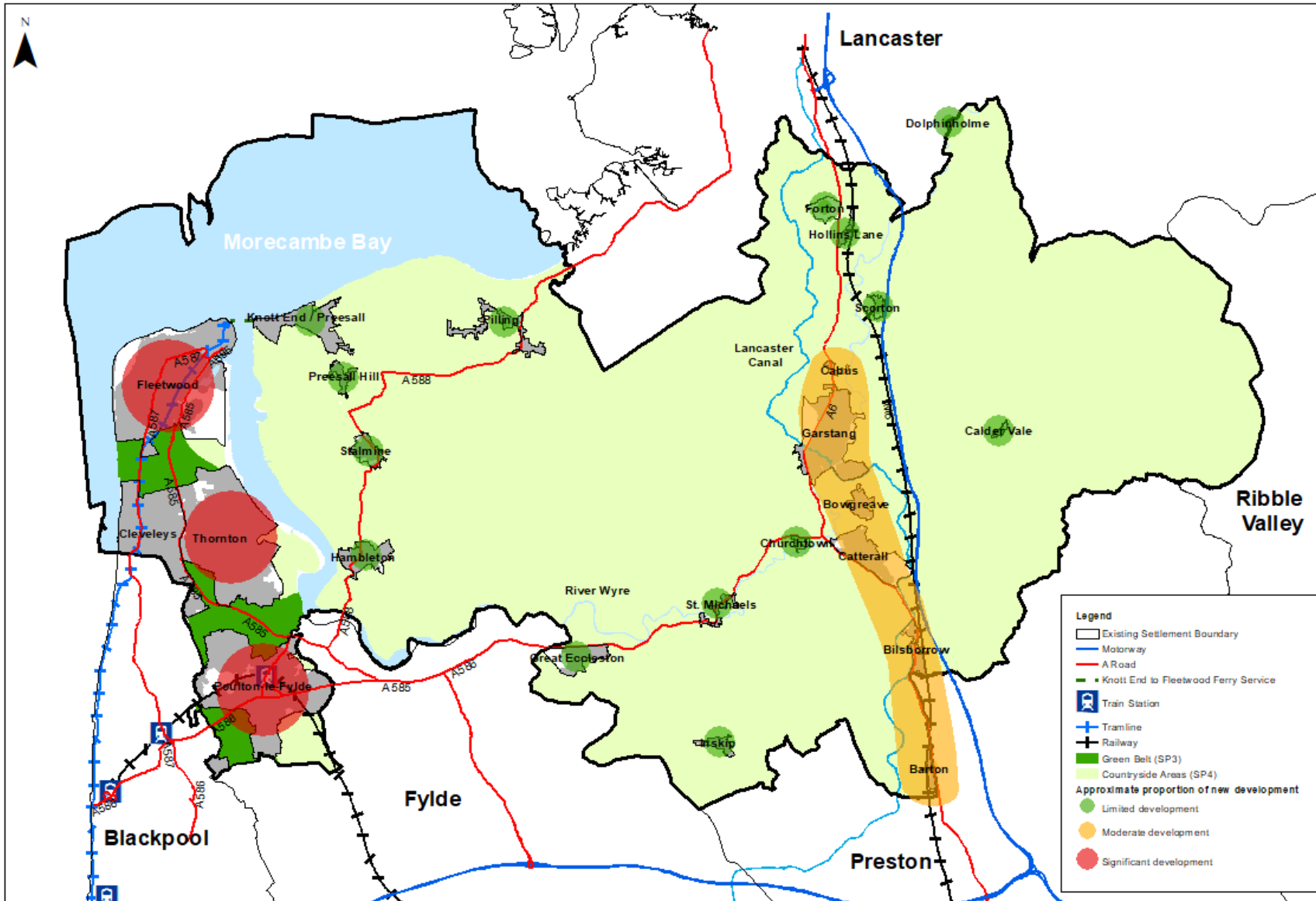
### Disadvantages

- Compared to the other options, Option 1 would make the least contribution towards the local needs of rural locations, which could exacerbate issues in relation to housing choice and affordability in these areas;
- Certain settlements could miss out on desired growth required to sustain the viability of existing facilities and service provision;
- Focusing development in the existing urban areas would result in services and facilities being concentrated in a few locations thereby increasing social exclusion in some parts of the borough;
- Concentrating development on the Fylde Coast Peninsula main urban area could place pressure on existing infrastructure in this part of the borough;
- A significant proportion of development would be directed to the parts of the borough which have a weaker housing market than other areas of Wyre. As such, there is a greater risk that viability could impede delivery and/or the ability of developments to make a full contribution towards affordable housing and the provision of infrastructure;
- The option may not meet employment land needs in Garstang and Catterall; and
- Parts of the Fylde Coast Peninsula experience significant levels of flood risk and careful consideration would need to be given to the nature of this risk and whether

this level of development could be accommodated in the peninsula without there being an unacceptable risk of flooding or increasing flood risk elsewhere.

6.2.8 A map showing the spatial distribution of development under this option is provided below.

# Option 1 - Fylde Coast Peninsula Main Urban Area Focus



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## **6.3 Option 2 – A6 Corridor Focus**

**6.3.1** Option 2 would direct a greater proportion of new development to the A6 corridor in the settlements of Cabus, Garstang, Bowgreave, Catterall, Bilsborrow and Barton. Focusing development on the A6 Corridor would concentrate development in a part of the borough with existing services and facilities and with good access to the motorway network.

**6.3.2** The development which would be directed to the A6 Corridor would be focused principally on Garstang given that it offers a greater range of services and facilities than the other settlements on the A6 Corridor.

**6.3.3** The use of previously developed land on the A6 Corridor would be prioritised. Furthermore, land located within existing settlements would also be prioritised where appropriate. However, given the limited amount of unconstrained land available for development, the delivery of this option would require development of greenfield land located on the edge of existing settlements. Individual settlements would remain separate. This option does not propose the creation of a new urban conurbation along the A6.

**6.3.4** Compared to Option 1, this option would result in less development being directed to the main towns on the Fylde Coast Peninsula. A moderate level of growth would still be directed to this part of the borough, in particular to Poulton-le-Fylde and Thornton, and to a lesser extent Fleetwood.

**6.3.5** Option 2 would direct a similar amount of development to other defined rural settlements (excluding A6 settlements) as Spatial Option 1.

### **What are the implications of Option 2?**

**6.3.6** Some of the key potential implications of Spatial Option 2 are outlined below:

#### Advantages

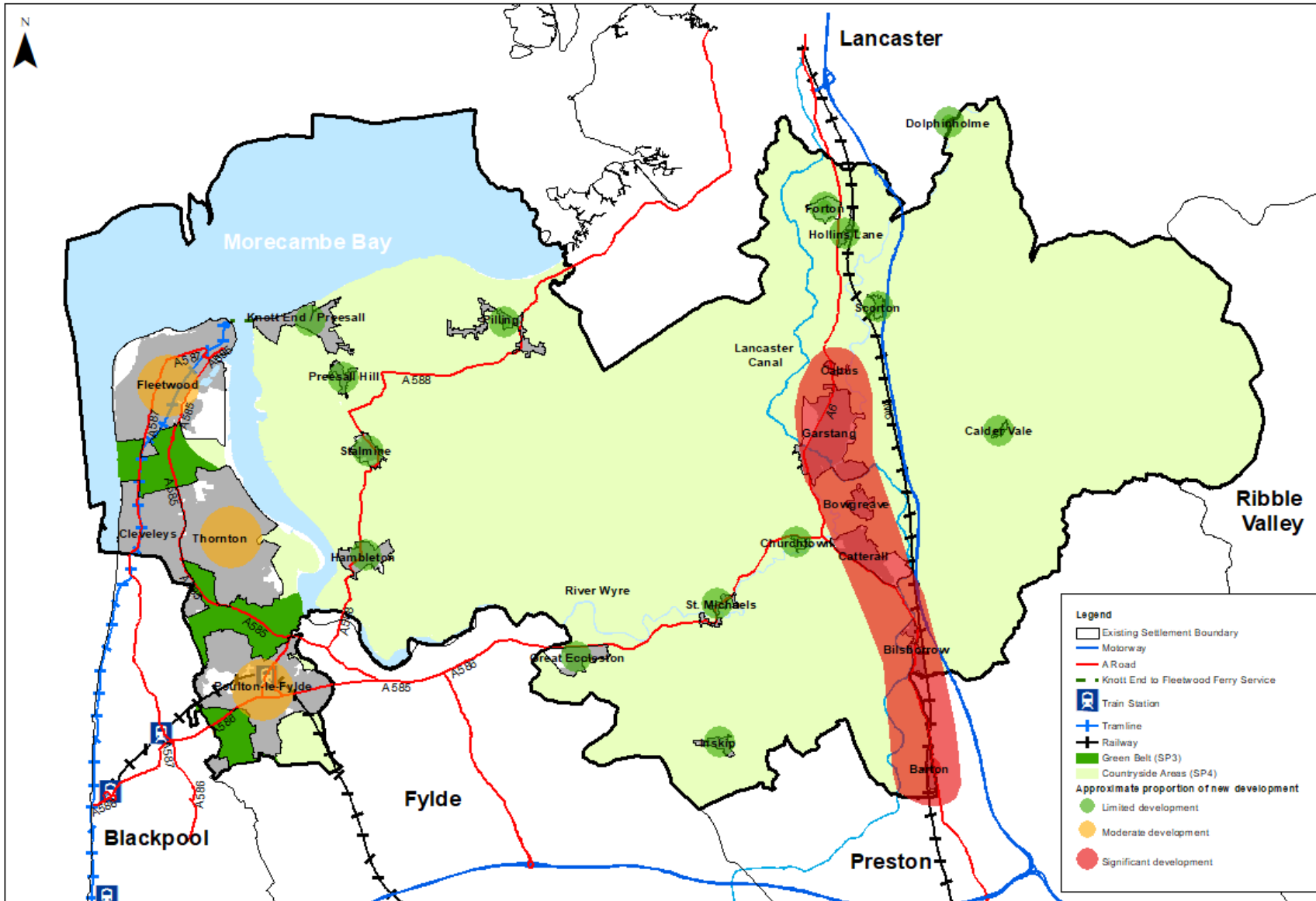
- By prioritising development on the A6 corridor, the option would help to maintain a healthy and diverse town centre in Garstang, improving the choice and range of services available and supporting the town's role as an important service centre for a large rural hinterland;
- The option could enable development in the borough to capitalise on the proposals for North Preston and, as a result, could offer opportunities for sustainable growth and employment opportunities in Preston;
- This option would result in development being directed to the parts of the borough which have a strong housing market and which achieves the highest levels of viability. As such, there is a greater level of certainty that viability should not be an impediment to delivery and there is a greater likelihood that developments will be able to make a contribution towards affordable housing and the provision of infrastructure.

### Disadvantages

- The focus on the A6 corridor would result in an increased requirement to release greenfield sites on the edge of Cabus, Garstang, Bowgreave, Catterall, Bilsborrow and Barton;
- Concentrating development on the A6 Corridor could place pressure on existing infrastructure in this part of the borough;
- Although the A6 Corridor is served by buses, there is no train station in this part of the borough and the range of services and facilities is not as extensive as on the Fylde Coast Peninsula. As a result, compared to Option 1, this option could result in a greater reliance on the car and increased commuting;
- As with Option 1, certain settlements could miss out on desired growth required to sustain the viability of existing facilities and service provision;
- Compared to Option 1, this option would result in a lower proportion of development being directed towards the parts of the borough which experience the greatest level of deprivation and the greatest need for affordable housing.

6.3.7 A map showing the spatial distribution of development under this option is provided below.

## Option 2 – A6 Corridor Focus



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## **6.4 Option 3 – Sustainable Dispersal**

**6.4.1** Option 3 would result in development being dispersed more evenly across the borough. A moderate level of development would still be directed to the Fylde Coast Peninsula main urban areas, but this option would result in less development taking place in this part of the borough than under Spatial Option 1.

**6.4.2** Option 3 would result in a similar amount of development being directed to the A6 Corridor settlements of Cabus, Garstang, Bowgreave, Catterall, Bilsborrow and Barton as under Option 1 and therefore less than under Option 2.

**6.4.3** A significantly greater amount of development would be directed to rural settlements under Spatial Option 3. In particular, the settlements of Great Eccleston, Hambleton and Knott End/Preesall, which have a relatively wider range of services and facilities and could accommodate a greater level of development. The settlement of Stalmine which has some existing services, would also accommodate a greater level of development under this option. Development would be distributed amongst the remaining rural settlements taking into account the existing provision of services and facilities and the potential for settlements to grow sustainably.

**6.4.4** As with Option 1 and 2, the use of previously developed land would be prioritised. Furthermore, land located within existing settlements would also be prioritised where appropriate. However, given the limited amount of unconstrained land available for development, the delivery of this option would require development of greenfield land located on the edge of existing settlements.

### **What are the implications of Option 3?**

**6.4.5** Some of the key potential implications of Spatial Option 3 are outlined below:

#### Advantages

- The option provides a greater level of flexibility in terms of choice of housing and employment sites across the borough;
- This option would make the greatest contribution towards the supply of housing in rural areas;
- By increasing the proportion of development that is directed to rural areas, this option will ensure that smaller settlements do not miss out on desired growth. This would help support the sustainability of rural settlements. In particular, by increasing the number of people living in rural communities, the option could help support local service provision and potentially improve the range of services on offer; and
- A greater level of development would be directed to the parts of the borough which have a strong housing market and which achieves the highest levels of viability. As such, there is a greater level of certainty that viability should not be an impediment to delivery;

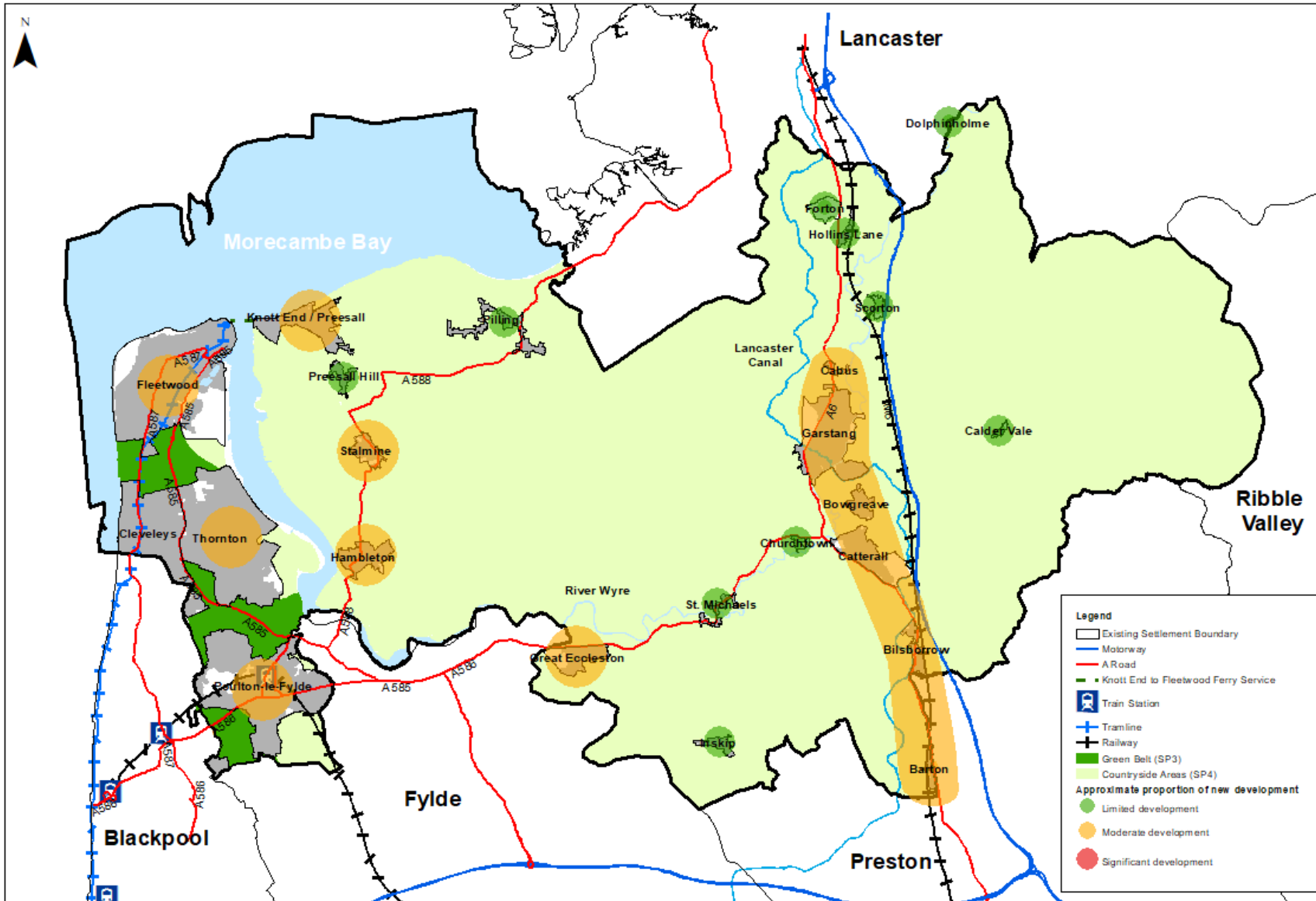


### Disadvantages

- The greater focus on rural areas would place additional pressure on existing infrastructure in these areas and may necessitate the provision of new infrastructure. Whilst proportionally some development in the other rural settlements could potentially represent large scale development, they could be too small to be able to deliver the required supporting infrastructure;
- Compared to Options 1 and 2, the more dispersed pattern of development would raise issues of accessibility to key facilities and may result in unsustainable patterns of development and result in greater reliance on cars and increased commuting;
- The local road network capacity in rural areas may be inadequate for the scale of development that would be directed to these areas; and
- Compared to Spatial Option 1, this option would result in a lower proportion of development being directed towards the parts of the borough which experience the greatest level of deprivation and need for affordable housing.

6.4.6 A map showing the spatial distribution of development under this option is provided below.

### Option 3 – Sustainable Borough Dispersal



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## **6.5 Option 4 – New Settlement/Urban Extension**

**6.5.1** This option proposes the creation of a new settlement or urban extension in the borough, which would be the focus for the majority of new development.

**6.5.2** The location of the new settlement or urban extension is unknown at this stage, although the whole borough would be an area of search and it is likely that the location would be influenced by opportunities to co-locate near to existing communities where existing services and transport provision could be further enhanced. The availability of land and ability for it to be brought forward as part of a comprehensive development would be necessary.

**6.5.3** There are limited opportunities on the Fylde Coast Peninsula, except for land to the south-east of Poulton, where there is potential land to accommodate an urban extension to Poulton. Along the A6 corridor, there is potential land to accommodate new settlement/urban extension to the west of Garstang; on land between Barton and Bilsborrow; or land south of Forton and Hollins Lane. Due to current infrastructure provision and areas at higher risk of flooding, it is unlikely that Over Wyre, which includes Hambleton, Stalmine, Preesall Hill, Knott End/Preesall and Pilling or rural south, including Great Eccleston, Inskip, St Michaels and Churchtown/Kirkland could accommodate a new settlement/urban extension. Limited existing infrastructure is also likely to prevent rural east, including Calder Vale and the wider Forest of Bowland area being considered.

**6.5.4** The delivery of the new settlement would require significant new infrastructure provision, this could include a new village centre with supporting community facilities, education provision, medical facilities, provision of new and enhanced open space and the provision of new sustainable transport and new road/highway improvements.

**6.5.5** To deliver a new settlement, a greater amount of new development would be needed that significantly exceeds that necessary to meet the borough's housing and employment need for the whole plan period 2022-2040. This is needed to provide a critical mass to deliver necessary services and facilities to sustain the new community. The new settlement would likely provide a longer-term focus for new development beyond the new plan period 2022-2040 and support future local plan updates.

**6.5.6** For the existing settlements, new development would still be needed to ensure their continued sustainability. Development on the Fylde Coast Peninsula main urban towns and towards the A6 Corridor, focused around Cabus, Garstang, Bowgreave and Catterall would occur. There would be limited development in rural settlements similar to Options 1 and 2.

**6.5.7** Compared to the other options, Option 4 would need significant public and private sector investment to deliver the necessary infrastructure for a new community. To be cost effective and overcome constraints that make such projects difficult to fund, the new settlement would need a significant level of development (circa 3,000-6,000 new homes), that significantly exceeds the housing need for the whole of the borough over the plan period 2022-2040. This would be in addition to development needed to support existing communities in the borough to remain sustainable.

**6.5.8** Option 4 would result in the least amount of previously developed land being prioritised. To deliver a new settlement, the delivery of this option would require

significant development of greenfield land. Unlike other options, greenfield development would not be restricted to edge of settlement and is likely to need considerable greenfield and agricultural land in the open countryside.

### **What are the implications of Option 4?**

6.5.9 Some of the key potential implications of Spatial Option 4 are outlined below:

#### Advantages

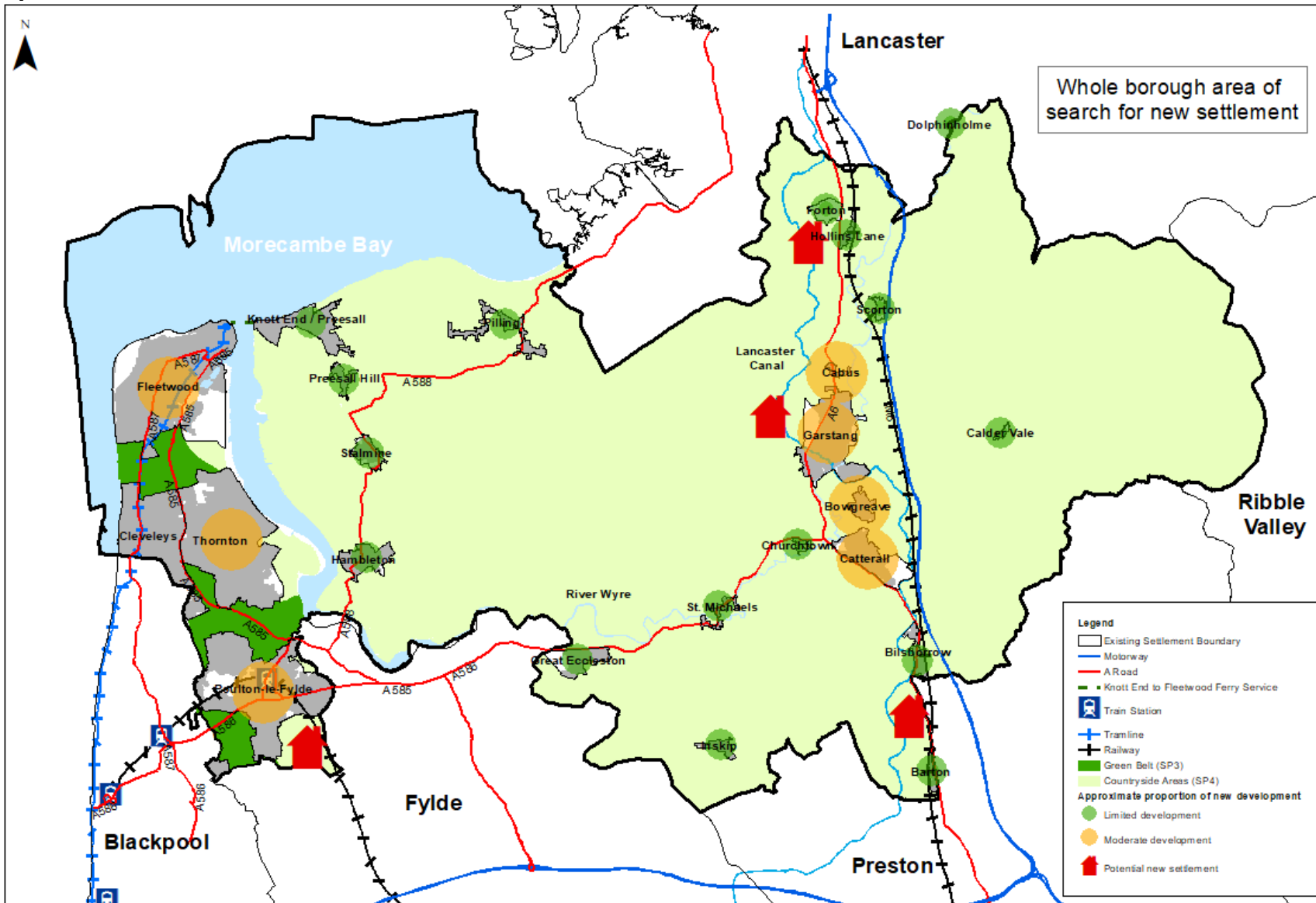
- The new settlement would be a strategic site and provide a longer-term focus for new development beyond the new plan period 2022-2040.
- Opportunities for a holistically planned new settlement that includes new planned infrastructure, services and facilities.
- The reduced focus on existing settlements would minimise the pressure placed on existing infrastructure, although the new settlement would look to co-locate to take advantage of existing infrastructure and facilities of an existing settlement.
- This option would deliver significantly greater amounts of new housing and employment development and exceeds the borough's needs. This would deliver a greater amount of affordable housing in the borough, although this provision may not be provided in the areas where there is the greatest need.

#### Disadvantages

- The new settlement would need significant upfront infrastructure and investment, including both public and private investment. This may not be achieved and could impact on the viability of the development. There would be a slow rate of housing delivery in short/medium term that does not address medium term needs.
- Compared to other options, Option 4 would make the least contribution towards meeting the needs of the existing communities and would focus development away from parts of the borough where the unemployment rate is the highest, where pockets of deprivation exist and where the greatest need for affordable housing exists. This option could detract from the vitality and viability of existing town centres on the urban peninsula.
- This option may not meet housing and employment needs for different communities across the borough and certain settlements could miss out on desired growth required to sustain the viability of existing facilities and service provision.

6.5.10 A map showing the spatial distribution of development under this option is provided below. The location of the new settlement is unknown and the whole borough is a search area for the new settlement. Four indicative options for where a new settlement could be further considered is shown.

# Option 4 – New Settlement



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**Question 6: Spatial Strategy**

Which of the options do you think should be taken forward as the spatial strategy which shows where development will be directed?

Can any of the options be amended to make it more sustainable, deliverable or increase the extent to which it would help to achieve the vision and objectives?

Is there an alternative or hybrid option which would be more appropriate?

# Approach and Policies

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## 7 Approach and Policies

### 7.1 Introduction

7.1.1 A key element of the local plan is setting out policies which identifies the amount of development we need to plan for and providing more detailed policies for specific types of development. This next section of the Issues and Options explores the options for how we may tackle different themes of the new local plan.

7.1.2 This section covers the following themes:

- [Supporting sustainable economic growth](#)
- [Promoting vibrant retail centres](#)
- [Meeting our housing needs](#)
- [Our built environment and heritage](#)
- [Our natural environment](#)
- [Tackling climate change](#)
- [Health and wellbeing](#)
- [Delivering infrastructure needed to support new development](#)

### 7.2 Supporting sustainable economic growth

Objective 4:	<b>Supporting jobs and the economy</b> – to support business investment and job creation opportunities to support a resilient economy to deliver prosperity for the whole community.
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7.2.1 The government’s National Planning Policy Framework sets out an economic role for the planning system to contribute to a strong and competitive economy. It also supports a positive approach to support and diversify the rural economy.

7.2.2 A Fylde Coast Employment Land Study (2024) is currently being prepared to consider the employment land requirement and potential future locations for growth. This has also considered emerging growth sectors and will help to guide an appropriate economic strategy for Wyre’s new local plan. A Wyre Economic Development and Tourism Strategy will also be prepared in 2024. Supporting sustainable economic growth, diversifying the economy and offering opportunities for job creation and security will be key.

7.2.3 Since 2011, employment growth in Wyre has generally performed similarly to regional and national averages, including alignment during the onset of the pandemic



and the following economic recovery. However, the Authority Monitoring Report for 2022/23 has shown that the adopted Local Plan target for additional employment land, to be developed to ensure a continuous supply of general employment land to provide local jobs for sustaining the local economy, has not been met. Where employment land has come forward, nearly half of the land developed since 2011 has been delivered outside of existing allocated employment sites or existing employment areas. This trend has continued since the review of employment allocations through the adoption of the 2019 Local Plan.

**7.2.4** Wyre's economy primarily consists of micro/small businesses that demand smaller units. With the exception of Hillhouse Technology Enterprise Zone, we know that our existing employment areas are typically well occupied with limited opportunity for further expansion. It is likely that viability is a key constraint preventing new industrial units being developed speculatively.

**7.2.5** Unemployment rates in Wyre, whilst much reduced from their 2011 levels, are still above regional and national averages, with pockets of higher unemployment and higher youth unemployment. Addressing skills gaps will also be important to encourage local people to develop new skills and access better paid employment.

**7.2.6** Many residents of Wyre commute out of the borough, especially to Blackpool and Fylde, to access employment opportunities. The increase in home working and changing working patterns will need to be considered.

**7.2.7** Hillhouse Technology Enterprise Zone, as discussed in the Spatial Portrait is a key strategic site and has an important role for the sub-regional economy on the Fylde coast and the wider Lancashire in contributing to economic growth and job creation in Lancashire. However, investment at Hillhouse has most seen from micro/small local businesses and energy sector infrastructure with limited job creation. Over 2024 a new masterplan is being produced. The majority of land that is available will be a focus for energy and chemical sectors.

**7.2.8** Fleetwood Port is a strategic site located on the edge of the town centre. The site is a designated Port. The site is identified in the [Fleetwood Regeneration Framework](#) as a potential development opportunity but constraints and development viability is hindering the development of the site.

**7.2.9** A large part of Wyre is rural in nature and the new local plan will need to support economic growth in rural areas to support a strong rural economy. Agriculture remains an important industry but there is a trend that rural diversification through the re-use of buildings for commercial non-agricultural purposes and for tourism and leisure activities. The council will need to consider how to encourage local economic growth in the rural areas, whilst ensuring sustainable development.

**7.2.10** The new local plan will allow the council to review its economic strategy and consider an alternative approach for the provision of employment land and supporting job creation. There is also a need to consider how planning policies can support the recovery of the local economy following the impact of the COVID-19 pandemic and changing working patterns.

## Issue: the amount of employment land we need

**7.2.11** To support economic growth, the government requires local plans to identify the amount of employment land that is needed to meet the future needs of businesses in the borough. An adequate supply of ready to develop employment land should be identified. The sites should be the right type of land, be good quality and located in the right locations, to meet the needs of businesses throughout different stages of their growth. If enough land is not provided to support businesses, this could inhibit growth and encourage businesses to relocate to another area and Wyre residents would need to travel further to access work.

**7.2.12** There are often pressures for existing employment areas and sites to be lost for alternative forms of development such as retail and housing. For some existing employment areas and sites, which may no longer meet the current needs of businesses, some loss of sites could be appropriate.

**7.2.13** The Draft Fylde Coast Employment Land Study (2024) has calculated an objectively assessed employment land need for Wyre of a minimum of 24.15 hectares between 2022 and 2042. The study identifies that Wyre's current employment supply provides a surplus of between 3.25 and 10.93 hectares.

**Recommendation:** We consider the objectively assessed employment land need for Wyre is a minimum of 24.15 hectares between 2022 and 2042.

### Question 7: The amount of employment land we need

Do you support Wyre's objectively assessed employment land need?

Are there constraints to justify setting a lower employment land requirement?

## 7.3 Promoting vibrant retail centres

Objective 5:	<b>Promoting vibrant town and retail centres</b> – to encourage investment and ensure vitality to meet the needs of our communities and visitors.
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**7.3.1** Retailing for many years has been the key activity in town centres. However, there have been considerable changes in the economy, which has changed the way we shop and spend our leisure time, affecting patterns of retail development and the demand for retail space in our retail centres.

**7.3.2** There has been a growth in online shopping, a decrease in national chain retailers and chain leisure, a shift to out of centre shopping and an increase in services and experience. This has been further exacerbated by the COVID-19 pandemic

increasing online shopping and an increase in home working accelerating changing shopping patterns and trends. This has led to an overall decline in the demand for traditional retail floorspace in our retail centres, and for some centres, an increase in vacant retail units, which impacts on the vibrancy.

**7.3.3** In response, the Government has made changes to the planning system, through revisions to the Use Class Order, to provide a more flexibility to change between retail and commercial activities. However, this can create 'blank' shop frontages and distract from the vibrancy and range of diverse shop window displays can create.

**7.3.4** The Government requires local authorities to consider how we will meet our future retail needs and how these requirements can be met over the plan period. The Fylde Coast Retail Study was prepared in 2011 and updated in 2013. There is a need to prepare a new up-to-date retail evidence, reflecting on changes in retail patterns. A new retail study will be prepared during summer 2024 and will provide a broad overview around the direction of travel in relation to the retail sector and the future quantum of floorspace needed in Wyre.

**7.3.5** Working alongside the Town Centre Partnership Boards, the council has prepared regeneration frameworks for the four town centres – Cleveleys, Fleetwood, Garstang and Poulton-le-Fylde. The regeneration frameworks set out a range of interventions to improve the vitality and vibrancy of the town centres over the next fifteen years.

### **Issue: Retail hierarchy**

**7.3.6** The government requires local authorities to set out a hierarchy of retail centres, that is used to direct new retail development to appropriate locations, with the scale of new retail provision being commensurate with the centres position and function in the hierarchy.

**7.3.7** The current local plan sets out a hierarchy of different retail centres within the borough, based upon their size and role in the borough. The current hierarchy of centres is set out in table 7.1. The hierarchy is based on four tiers, this includes: town centres – serving more than the local area with a wide range of shops, often including a supermarket or superstore and a range of facilities and services; district centres – serving more of a local catchment by still providing a wide range of shops, often including a supermarket and a range of facilities and services; local centres - serving a smaller and more local catchment with a range of shops and can include some basic services; and neighbourhood centres usually containing a small number of shops that serve the immediate area. The current local plan also seeks to protect free standing convenience shops within urban areas and defined rural settlements.

**Table 7.1 Current local plan retail hierarchy**

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; Blackpool Old Road, Poulton-le-Fylde; Highcross Road, Poulton-le-Fylde; Beechwood Drive, Thornton; Lawsons Road, Thornton; Linden Avenue, Thornton; Croston Road, Garstang; Forton*

\*proposed centres to be developed during the plan period (2011-2031) of the adopted local plan.

**7.3.8** The current retail hierarchy proposed a new local centre at Catterall and a new neighbourhood centre at Forton. The new local centre at Catterall, known locally as Beacon Retail Park, Westfield Road has been completed. A masterplan for Forton has identified two locations for the neighbourhood centre, located north and south of School Lane. The proposed centre at Forton comprises community hall, convenience store and medical facility if necessary. Through the collaborative working process with the masterplan stakeholder group, including the Integrated Care Board, it has been established that a medical facility is not necessary. Work is progressing in the community regarding the new community hall, however the delivery of the convenience store will be market led.

**7.3.9** There are currently no proposals for additional retail centres proposed at this stage.

**Question 8: Retail hierarchy**

Do you agree with the current retail hierarchy set out above in table 7.1?

Is there anything that should be added, deleted or amended?

**Issues: Retail policy**

**7.3.10** The government also requires local authorities to designate town centre boundaries and identify primary shopping areas, where core retail activity is focused. We should also set out retail policies.

7.3.11 We need to decide how our retail centres should develop in the future and whether we should allow and promote a wider range of commercial, community and residential activity in our retail centres so they best serve our community's needs.

7.3.12 Fleetwood town centre consistently suffers from high vacancy rates with buildings in the town centre being generally of poor quality with a retail offer focused on the lower end of the market. Poulton town centre is a more vibrant centre and has a well established evening economy. Cleveleys town centre in comparison has a greater tourism offer connected to its seaside location and is starting to see a strong evening economy establish over recent years. Garstang town centre has a strong independent shopping offer.

7.3.13 Our smaller centres which are important in meeting the day to day needs of our communities are important for sustainability. However, they are under pressure to be changed from retail to non-commercial uses, including residential, which may result in the partial or complete loss of retail activity.

7.3.14 There is also some pressure for new small scale out of centre retail developments, which have the potential to compete with our traditional retail centres and impact on their viability and vitality.

**Recommendation:** We propose to consider whether we should:

- Continue to prioritise our retail centres for retail uses;
- More actively embrace and promote a wider range of commercial, community and residential activity in our retail centres;
- Continue to protect our traditional retail centres from out of centre retail development
- Do nothing and let the market decide, although it would risk losing retail uses altogether

### **Question 9: Retail policy**

Do you agree with the recommended approach to retail policy?

Is there anything that should be added, deleted or amended?

## 7.4 Meeting our housing needs

Objective 6:	<b>Meeting future housing needs</b> – to provide housing to meet people’s needs, including affordable housing, which meets a range of needs over people’s lifetime.
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7.4.1 Providing a sufficient supply of new homes to meet the different needs of our communities is vital, as well as addressing the needs over people’s lifetime and meeting the needs of specialist groups. Providing new homes not only provides place where people can live, it also helps support the sustainability of existing communities by supporting facilities and services; supports the local economy, through promoting additional spend in the area and creating construction jobs; and supports the vitality and vibrancy of our town and retail centres.

7.4.2 It has always been important to plan for our future housing needs. It is also important to plan for access to good quality affordable housing to meet the needs of our communities who are increasingly struggling to find homes that are genuinely affordable to rent and buy.

### Issue: the number of homes we need

7.4.3 The Government is committed to significantly boosting the supply of homes and requires local authorities to set a housing requirement for its area, which it should seek to meet.

7.4.4 To determine the minimum number of homes needed, the government advises local authorities to calculate housing need using the standard method, which is the advisory starting-point for establishing the housing requirement for the area.

7.4.5 The standard method uses a formula that includes an assessment of current and future demographic trends and market signals to identify the minimum number of homes each local authority should plan for annually.

7.4.6 The Government acknowledge that there may be exceptional circumstances, including relating to a particular demographic characteristic of an area, which may justify an alternative approach to assessing housing need. Where local authorities use an alternative approach, this should also reflect current and future demographic trends and market signals. In addition, any housing need that cannot be met within neighbouring local authority areas should also be taken into account in establishing the amount of housing to be planned for.

7.4.7 Although no definition of exceptional circumstances is provided, the Planning Practice Guidance<sup>3</sup> does provide a number of paragraphs where an alternative approach could be justified, such as where plans cover more than one area; where strategic policy-making authorities boundaries do not align with local authority

<sup>3</sup> Planning Practice Guidance: housing and economic needs assessment

boundaries; where data is not available; or where there are re-organised local authorities.

**7.4.8** For Wyre, there are none of the circumstances listed above present. Therefore, there are no exceptional circumstances in Wyre to justify an alternative approach to standard method.

**7.4.9** The local housing requirement established via standard method is capable of becoming the housing need for the area. However, the government acknowledge that there may be circumstances where the housing requirement differs, such as in areas where constraints justify setting a lower housing requirement. At this stage in the plan making process, there are no known constraints to justify setting a lower housing requirement.

**7.4.10** The government's standard method for calculating housing needs generates a housing need figure for Wyre of a minimum of **275 homes per year, the equivalent of 4,950 homes between 2022 and 2040.**

**7.4.11** The scale of site allocations that are needed for the new local plan are unknown at this stage, it is likely that current site allocations from the existing local plan, that covers the plan period 2011-2031, will contribute significantly towards meeting the development needs for the new local plan. It is not possible at this stage in the plan process to provide the precise number of additional homes that will be needed. The work to determine this has not yet been finalised. It is estimated that circa 1,400 additional homes will be needed.

**Recommendation:** We propose to use the Standard Method for calculating the housing need in Wyre over the plan period. We do not consider there to be exceptional circumstances to justify an alternative approach or constraints, at this stage of the plan making process, to justify setting a lower housing requirement.

#### **Question 10: The number of homes we need**

Do you support the use of the Standard Method?

If not, what are the exceptional circumstances to justify an alternative approach?

#### **Issue: Providing affordable housing for our communities**

**7.4.12** Affordability of housing, especially for those who wish to get on the housing ladder, has been a pressing issue for many years, not only within Wyre Borough. Affordability of housing is influenced by many factors, that include mortgage availability, debt, deposit, stamp duty/legal cost, employment status, as well as housing supply.

**7.4.13** Affordable housing includes homes for rent or sale that are provided for eligible households whose needs are not met by the market. There are several different types of affordable housing such as social/affordable rent, shared ownership and discount market homes. The government has also introduced a new housing product called First Homes, that is specifically for first time buyers. Whilst the government has widened the types of affordable housing products available, not all types are genuinely affordable for buyers in Wyre and the need for social or affordable rental homes, which are genuinely affordable to occupiers is considerable. However, the delivery of more genuinely affordable homes can have the greatest impact on the viability of developments which could limit the amount of affordable homes that can be delivered.

**7.4.14** Wyre's current local plan policy normally seeks to deliver up to 30% of the total homes built on a development as affordable, depending upon the different viability across the borough. We also expect the affordable homes to be delivered on site and integrated into the development. We also see sites come forward for 100% affordable housing schemes, which has increased over recent years in Wyre, partially linked to increased government funding and the introduction of more viable forms of affordable housing that meet the Governments widening definition.

**7.4.15** In Wyre, between 2011/12 and 2022/23, 1,038 new affordable homes have been delivered.

**7.4.16** The Wyre Local Housing Need Study (2024) provides an up-to-date assessment of Wyre's current and future affordable housing need. The assessment identifies there is a current need for 284 affordable homes each year across the borough, with a need shown across all areas. The study does not provide an affordable housing target and the amount of affordable housing delivered will be limited to the amount that can be viably provided. The study recommends the council should maximise the delivery of affordable housing at every opportunity. The study also considers the level of discount applied to discount market or First Homes required to make them genuinely affordable.

**Recommendation:** We will consider:

- Preparing an affordable housing delivery programme and strategy
- Requiring a proportion of new homes on schemes of 10 or more (major sites) to be affordable. This proportion may vary across the borough and be dependent upon viability.
- Set out the type of affordable housing needed by size, type and tenure.
- Review the role of First Homes and national prescribed criteria.
- Review the level of discount applied to discount market or First Homes, considering viability.



### **Question 11: Providing affordable housing for our communities**

Do you agree with the recommended approach to affordable housing?

Is there anything that should be added, deleted or amended?

### **Issue: Meeting housing needs for people at all ages of their life**

**7.4.17** It is important that new homes cater for the needs of the whole community and provide a suitable mix to ensure sustainable mixed communities.

**7.4.18** Housing needs can change as people go through their life. Younger people and first time buyers often start with smaller properties and may move to a larger property as they have children or can afford more. Older people may decide to downsize to small homes and in older age may opt for a specialist retirement housing, housing with care and care homes. In addition, at all ages, people have long term health conditions that may make them less mobile or disabled and have a specific housing need.

**7.4.19** Private developers will cater, to some degree at least, to different sectors of the housing market. However, some criticism from the community is sometimes made that house builders concentrate on building larger ‘family sized’ four bedroom or larger homes, that may not meet the needs of the community or be priced at levels that people cannot afford. It is also recognised over recent years that there is a greater demand to have suitable space to accommodate home working which often encourages occupation of larger homes. An appropriate mix of housing of varying sizes is needed.

**7.4.20** The Local Housing Need Study (2024) shows that due to demographic change in Wyre, there is a need for a range of house types and sizes, with the majority of need for both market and affordable homes focused on smaller house types (one-three bedroom homes), with the greatest need for two bedroom homes.

**7.4.21** Nationally, the population of older persons is increasing and over the past decade, Wyre has seen an ageing of the population, with the number of people aged 65 and over increasing by 17%<sup>4</sup>. This is projected to increase notably moving forward over the new plan period. The 2021 census also demonstrates that 38% of households in the borough contain someone with a disability, which is higher than across Lancashire, North West and England. It is likely that the age profile will impact upon the number of people with a disability, as older people are more likely to have, or develop, a condition which affects their lifestyle.

**7.4.22** Wyre’s ageing population will potentially drive a need for housing which is capable of meeting the needs of older persons, in particular for specialist accommodation and the potential need for housing to be built to higher accessibility, adaptable and wheelchair standards.

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<sup>4</sup> Mid-year population estimates (2022)

7.4.23 The Local Housing Need Study (2024) shows that given there is a high and growing proportion of older people, and a significant proportion of people with a long-term health problem or disability in our area, all homes should meet the M4(2) higher accessibility standards to provide homes to meet changing needs over time, and 5% of homes should achieve the M4(3) standard of being wheelchair accessible, subject to viability testing.

**Recommendation:** We will consider:

- Establishing housing mix policy for affordable and market housing.
- Subject to viability, require all new dwellings to meet Building Regulation Part M4(2) standards for accessible and adaptable dwellings and a proportion of new homes to meet Part M4(3) wheelchair user dwellings.
- Establishing policies for specialist older person accommodation and vulnerable person accommodation.

#### **Question 12: Meeting housing needs for people at all ages of their life**

Do you agree with the recommended approach to meeting housing needs for people at all ages of their life?

Is there anything that should be added, deleted or amended?

#### **Issue: Providing self and custom build housing plots**

7.4.24 Self and custom build housing is built by individuals and groups for their own use, either by building the home on their own or by working with builders to design and tailor their own home to their specific needs and requirements.

7.4.25 The Government is promoting this type of housebuilding and requires local authorities to maintain a register of individuals who are interested in undertaking self and custom build in their authority. This is known as the Part 1 register and requires individuals to meet basic age and nationality requirements.

7.4.26 The Government also expects local authorities to give planning permission for enough plots of land to meet the need for self and custom build housing in the borough. This is to support more people to build their own home. The demand in Wyre is assessed through Wyre's self and custom build register. Currently, there is low levels of demand for this type of housing in Wyre. However, being registered does not guarantee that a suitable plot will be identified or become available.

7.4.27 The current local plan does not allocate sites for self or custom build housing. Whilst there are low levels of need in Wyre, it is considered that there is a need to develop a policy approach to ensure an adequate supply exists to help meet the demand.

**Recommendation:** To refine the demand for self and custom build and to provide sufficient supply, we will consider:

- Developing a two-part self build register to include a local connection criteria to Wyre and for individuals who can afford to buy a plot of land for self-build.
- How we will support the delivery of self and custom build properties to meet our need.

### **Question 13: Providing self and custom build housing plots**

Do you agree with the recommended approach to refine Wyre's demand for self build plots?

Is there anything that should be added, deleted or amended?

### **Issues: Encouraging small and medium sized builders**

**7.4.28** The house building industry in England is dominated by a small number of national housing developers that typically bring forward larger development sites (typically sites of 100 homes or more). In Wyre, the current local plan only allocated sites that could accommodate 25 or more homes and larger development sites have over recent years delivered many of the new homes built under the existing local plan.

**7.4.29** To promote the development of a good mix of sites, the Government's National Planning Policy Framework requires the local plan to accommodate at least 10% of their housing requirement on sites no larger than one hectare. For Wyre, a one hectare site would typically accommodate up to 25 homes (net).

**7.4.30** Small and medium size housing developers may employ more local labour and support local supply chains and businesses. The homes built may be more likely to reflect local character rather than national housing developers that have national designs and standards. However, local developer built homes may be more expensive.

**Recommendation:** We propose to consider increasing the amount of smaller development sites that will be allocated to contribute to meeting our housing requirement that go above the government's minimum 10% requirement. This will support more smaller and medium sized builders and deliver a greater proportion of smaller site allocations.

**Question 14: Encouraging small and medium sized builders**

Do you agree with the recommended approach to deliver a greater proportion of smaller and medium sized development sites?

Is there anything that should be added, deleted or amended?

**Issue: Accommodation for Gypsy and Traveller and Travelling Showpeople**

**7.4.31** The accommodation needs of the Gypsy and Traveller and Travelling Showpeople are part of the overall accommodation needs that local planning authorities should plan for to meet the needs of the community.

**7.4.32** The Fylde Coast Gypsy, Traveller and Travelling Showperson Accommodation Assessment 2024 provides up to date evidence on need for the new local plan. For Wyre, the evidence does not identify a need to make provision for new accommodation for Gypsy and Travellers. However, for Travelling Showpeople, the evidence identifies a need for 13 plots, with the main driver of need arising from household formation from young people who currently live on the Travelling Showperson's yard at Cabus. The evidence also concludes that the local plan should include a criteria based policy to provide the policy framework to any additional Gypsy and Traveller and Travelling Showperson need arising during the plan period, that is not envisaged at the time of this current assessment.

**7.4.33** We ran two wide ranging call for sites consultations in 2022 and 2023 which provided limited proposed sites for Travelling Showpeople. In response to the identified need, a specific call for sites to seek additional potential sites for Travelling Showpeople commenced in May 2024, further information is available [online](#).

**7.4.34** The current local plan includes Policy HP8 Accommodation for Gypsy, Travellers and Travelling Showpeople which provides a criteria based policy for considering windfall applications. The current criteria include consideration of residential amenity and landscape impact.

**Recommendation:** We propose to seek to identify site allocation(s) to meet the need for 13 plots for Travelling Showpeople over the plan period.

We propose to review and update our current local plan criteria based policy for Gypsy and Travellers and Travelling Showpeople to respond to future windfall applications.

**Question 15: Accommodation for Gypsy and Travellers and Travelling Showpeople**

Do you agree with the recommended approach to meet our needs for Travelling Showpeople?

Are there any additional sites for Travelling Showpeople that should be considered?

Are there any additional criteria that should be considered in a windfall policy for Gypsy and Travellers and Travelling Showpeople?

**7.5 Our built environment and heritage**

Objective 2:	<b>Designing beautiful communities</b> – to protect, enhance and promote the borough’s varied and high quality environment, including its rich heritage, local character and identity.
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**7.5.1** The borough’s 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 area. This character has developed over a period of many years and includes assets of heritage value whose significance it is important to protect.

**7.5.2** The adopted Local Plan contains Policy CDMP3 Design which promotes a high standard of design and includes a series of criteria that development is assessed against. These criteria address such matters as the impact of development on the character of an area and on the amenity of people living or working in the surrounding area.

**7.5.3** However, it is arguable that the issue of design now has a higher profile in government planning policy which is aimed at creating well-designed and beautiful places. Good design is seen as a key part of creating sustainable development and hence creating better places in which live.

**Issue: Ensuring high quality design and promoting local character**

**7.5.4** To support the commitment to good design the government has adopted a [National Design Guide](#). The National Design Guide explains that the long standing, fundamental principles for good design are that buildings and places are fit-for-purpose, durable and bring delight. The National Design Guide provides more detail in the form of ten characteristics of good design relevant to climate, character and community.



(Image credit: Department for Levelling Up, Housing and Communities).

**7.5.5** In addition, the National Model Design Code (2021) has been produced by the government to expand further upon the ten characteristics set out in the National Design Guide. It provides detailed guidance on the production of local design codes, guides and policies. It also explains that the ‘geographic coverage’ and scope of a code, and the ‘level of detail’ of a design code or guide will be determined locally. It is government national planning policy that local planning authorities are expected to prepare local design advice consistent with the principles set out in the National Design Guide and accompanying National Model Design Code but tailored for local circumstances.

**7.5.6** Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of the Local Plan or as supplementary documents.

**7.5.7** Given the renewed emphasis on the high quality of design, the new Local Plan provides an opportunity to review the current policy for consistency with the National Design Guide and the drive to create “beautiful” places. Design guides are to be drafted locally and should be developed in conjunction with local communities to make sure that they are grounded in local understanding. Given the fact that Wyre has a varied built environment from dense urban areas on the peninsula to a wide range of rural towns and villages, there is an opportunity to further develop more detailed design polices for the borough through a Supplementary Plan which will be subject to its own drafting and adoption process.

**Recommendation:** We propose to review Policy CDMP3 in the light of the principles established by the National Model Design Guide and National Model Design Code. We proposed to develop a local design code supplementary plan, that will be prepared following the new local plan.

**Question 16: Ensuring high quality design and promoting local character**

Do you agree with the recommended approach to ensuring high quality design and promoting local character?

Is there anything that should be added, deleted or amended?

**Issue: Preserving and enhancing our heritage**

**7.5.8** We have to preserve and enhance heritage assets as required by government and will set out a positive strategy for heritage in the new local plan.

**7.5.9** Government policies refer to heritage assets as any building, monument, place, area or landscape that have heritage interest, some heritage assets are formally designated under legislation, such as conservation areas, listed buildings and registered parks and gardens, and other assets have local importance but are not formally designated by legislation.

**Recommendation:** We propose that the new Local Plan will also be supported by a comprehensive review of our conservation area appraisals and management plans to ensure the designations remain fit for purpose. We also propose to prepare a local list of non-designated heritage assets.

**Question 17: Preserving and enhancing our heritage**

Do you agree with the recommended approach to preserving and enhancing our heritage?

Is there anything that should be added, deleted or amended?

## 7.6 Our natural environment

Objective 3:	<b>Natural environment</b> – to protect, enhance and promote the borough’s varied and outstanding natural environment, landscapes, habitats and biodiversity, and our network of green infrastructure and open space.
Objective 10:	<b>Minimise environmental impact</b> – including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures.

**7.6.1** Wyre is characterised by an extensive and important natural environment, including coast, rural plain and upland moors. As the Spatial Portrait above shows, the borough is host to a number of designated sites and areas, including part of the internationally important Morecambe Bay. In addition, a large part of the uplands east of the A6 is designated as a National Landscape (the new name for Areas of Outstanding Natural Beauty). A significant proportion of the open countryside in the borough is classified as being of the best and most versatile agricultural land category.

**7.6.2** Wyre also contains an array of parks, playing fields and open spaces that are strongly valued by local communities, particularly for the physical and mental health benefits they provide. This “green infrastructure” also includes important water courses including the Lancaster Canal and the River Wyre.

**7.6.3** Developing and maintaining a network of green and blue infrastructure within settlements and with links to the open countryside and the coastline is important both for wildlife and for the health and wellbeing of communities.

**7.6.4** A key issue for the new local plan will be the need to ensure that development does not place unacceptable pressure on the natural environment, the open countryside, including the best and most versatile agricultural land, and the green infrastructure network. Evidence prepared to support the preparation of the new local plan has indicated that there remains a need to protect green infrastructure from development and, where new development does take place, to ensure the new green infrastructure meets needs of new residents or occupiers.

### Issue: Flooding risk

**7.6.5** Wyre is a coastal authority with an extensive river network, both of which are a source of flood risk. It is government planning policy that development is directed away from areas at the risk of flooding from all sources, including the coast, rivers and other water courses, and from the build-up of surface water due to rain.

**7.6.6** To understand the nature of flood risk in Wyre and to inform the location of new development, the council has undertaken a Level 1 Strategic Flood Risk Assessment (SFRA). The Draft SFRA considers the nature of flood risk in the borough now and in



the future. This includes considering the impact of climate change. The Draft SFRA findings include:

- There is a considerable area of river-based flood risk in the south of Wyre where several tributaries join the River Wyre, affecting the settlements of Great Eccleston, Churchtown and St Michaels. Upstream, the flood risk is more confined but still affects the settlements of Garstang and Catterall.
- The Wyre estuary and coast presents considerable tidal flood risk encompassing the settlements of Cleveleys, Fleetwood, Thornton, Knott-End/Preesall, Pilling and Hambleton.
- Surface water flood risk is very localised but generally follows the path of the River Wyre and its tributaries through the area, with notable flood risk within Garstang, Catterall, Hambleton, Stalmine, and Preesall. Surface water flood risk is also apparent at Bilsborrow and Great Eccleston.

7.6.7 The Draft SFRA recommendations include:

- Locate new development in areas of lowest risk by allocating sites where there is the least flood risk (from all sources) including avoiding where possible areas with a higher risk of surface water flooding.
- Safe access will need to be demonstrated at all development sites. Emergency vehicular access should be possible during times of flood.
- Developments should mimic natural drainage routes to improve water quality through the use of Sustainable Drainage Systems (SuDS). SuDS design should demonstrate how constraints have been considered and provide multiple benefits e.g. landscape enhancement, biodiversity, recreation, amenity, leisure.
- Reduce surface water runoff from new developments (which should be at greenfield rates). Identify opportunities to maintain and enhance permeable surfaces and greenspaces to help reduce surface water runoff whilst promoting other benefits, including biodiversity and wellbeing.

7.6.8 The current local plan designates Coastal Change Management Areas (CCMAs). These are coastal areas where there are additional restrictions on development due to the potential for change to the coastline, including through the erosion of land. The current local plan for Wyre designates three CCMAs at:

- Coastline north of Pilling
- The Wyre Estuary adjacent to Knott End Golf Club (west of Knott End)
- The Wyre Estuary adjacent to Stanah (Thornton) and East of Shard Bridge (South of Hambleton).

7.6.9 The Level 1 SFRA has reviewed the CCMAs in Wyre and concluded that the current designated areas are suitable for adopting in the new local plan but with

proposed small increases in the CCMA area at Stanah (Thornton) and East of Shard Bridge (South of Hambleton) due to the consideration of the climate change impacts.

**7.6.10** In addition, the new local plan will take into account the Shoreline Management Plan which covers the North West coast. The Shoreline Management Plan provides a large-scale assessment of the risks associated with erosion and flooding at the coast. It also includes policies to help manage these risks to people and to the developed, historic and natural environment in a sustainable manner.

**7.6.11** Wyre Council is currently pursuing a number of projects to address flood risk in the borough:

**7.6.12** The Rivers Trust, the EA, Wyre Rivers Trust, United Utilities, Triodos Bank, Co-op Insurance and FloodRE are delivering the Wyre Natural Flood Management Scheme which aims to apply natural flood management measures across 70 hectares of the River Wyre catchment. Natural flood management measures applied in this project include building of leaky dams, creation of bog and rewetting on peat. These measures aim to reduce flood risk in Scorton, Garstang, Churchtown, St. Michaels on Wyre and Great Eccleston.

**7.6.13** Wyre Council is a key partner in the Our Future Coast project which aims to manage coastal change through nature-based solutions. Through this project Wyre Council has successfully bid for £7.2 million of funding to develop coastal resilience through measures including the development of salt marshes.

**7.6.14** In addition to completed schemes at Cleveleys and Rossall, Wyre Council has secured over £40 million in government funding for the Wyre Beach Management Scheme. This project will help to significantly reduce the risk of coastal erosion and flooding to over 11,000 properties and critical infrastructure.

**Recommendation:** We propose to consider:

- The recommendations of the SFRA, including locating development in areas of lowest risk by allocating sites where there is the least flood risk from all sources
- Reviewing the Coastal Change Management Area (CCMA)

#### **Question 18: Flood risk**

Do you agree with the recommended approach to tackling flood risk?

Is there anything that should be added, deleted or amended?

## Issue: Green Belt

7.6.15 Green Belt is a specific planning designation. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The Green Belt performs the following purposes:

- to check the unrestricted sprawl of larger built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns;
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.6.16 Government planning policy which sets out the general extent of Green Belts across the country is already established. New Green Belts should only be established in exceptional circumstances, for example when planning for larger scale development such as new settlements or major urban extensions.

7.6.17 Government planning policy also sets out, that once Green Belt is established, there is no requirement for Green Belt boundaries to be reviewed or changed when plans are being prepared or updated. Local authorities may choose to review the Green Belt boundaries where exceptional circumstances are fully evidenced and justified, through the local plan process.

7.6.18 The council undertook a review of the Green Belt to support a previous Local Plan, which was informed by a Green Belt Study (2016).

7.6.19 In Wyre, Green Belt is located on the urban peninsula and performs a role in separating the various urban towns. The Green Belt is narrow and as such sensitive.

**Recommendation:** We do not propose to review the Green Belt as there are no exceptional circumstances to justify a Green Belt review.

### Question 19: Green Belt

Do you support the recommended approach to not review the Green Belt or are there exceptional circumstances to justify reviewing the Green Belt?

## **Issue: Biodiversity Net Gain, local nature recovery and ecology**

**7.6.20** Biodiversity is the variety of all life on Earth. It includes all species of animals and plants – everything that is alive on our planet. In planning terms, habitat is sometimes used as an alternative way of defining biodiversity.

**7.6.21** The Government’s Environmental Improvement Plan 2023 sets out its so called “apex goal” of improving nature by halting the decline in biodiversity to achieve thriving plants and wildlife. In line with this broad objective, The Natural Environment and Rural Communities Act 2006 as amended includes a legal requirement that local planning authorities act to conserve and enhance biodiversity.

**7.6.22** In addition, the Government has introduced a legal requirement that all developments (unless of a type excluded) deliver an increase in the biodiversity (or habitat) value of a site. This means developers must replace the habitat value lost as a result of development and actually provide more value (minimum 10% of the site’s original habitat value).

**7.6.23** Finally, the Government has introduced Local Nature Recovery Strategies (LNRSs). LNRSs are a nationwide system of spatial strategies designed to help reverse the decline of biodiversity. They aim to:

- deliver wider environmental benefits and play a vital role in helping to meet national environmental objectives and targets; and
- drive more coordinated, practical and focused action to help nature.

**7.6.24** The Government intends for LNRSs to inform the local planning process. Local planning authorities will need to have regard to relevant LNRSs when making decisions and developing local plan policy.

**7.6.25** Preparation of each strategy will be locally led by a ‘responsible authority’. The local “responsible authority” covering Wyre and the rest of Lancashire is Lancashire County Council. At the time of writing, the Lancashire LNRS is at an early stage of preparation.

**7.6.26** Government planning policy is that local plans should protect and enhance biodiversity and geodiversity, and should identify and pursue opportunities for securing measurable net gains for biodiversity.

**7.6.27** The current local plan protects habitats, species and ecological networks (Policy CDMP4 Environmental Assets), requiring appropriate mitigation and compensation where loss of habitat is permissible in principle.

**7.6.28** The Government has indicated that local plan policy should not be used to seek a higher percentage than the statutory objective of 10% biodiversity net gain. Where a local authority does seek to impose a higher percentage this will need to be evidenced including as to local need for a higher percentage, local opportunities for a higher percentage and any impacts on viability for development. However, the local plan can complement the statutory framework for biodiversity net gain by, for instance, including policies which support appropriate local offsite biodiversity sites and Local Nature Recovery Strategies.

7.6.29 In summary, since the adoption of the current local plan and the 2019 version before it, there is a significantly greater focus on the natural environment. The council will consider the governments legislative and policy framework, and review the current local plan policy approach.

### **Options: Biodiversity Net Gain, local nature recovery and ecology**

Option A: Draft a separate policy on Biodiversity Net Gain establishing the council's requirements including identifying areas of strategic importance.

Option B: As above, however introduce a minimum BNG requirement above 10%. Note that this option will require the council to develop a firm evidence base to support this approach as outlined above.

Option C: Maintain the current policy (CDMP4) of protecting areas of habitat value and species, without further amendments.

### **Question 20: Biodiversity Net Gain, local nature recovery and ecology**

Which of the above options do you think should be pursued?

Do you think we should explore more than one option?

Are there any other options to consider?

### **Issue: Green Infrastructure**

7.6.30 There is no doubt that green infrastructure – parks, amenity spaces, sports facilities, allotments, natural/semi-natural spaces and children's play space - makes a particularly strong contribution to Wyre's quality of place and, by implication, the quality of life of its communities. The current local plan contains two policies directly related to green infrastructure. Policy CDMP4 Environmental Assets provides the basis for protecting green infrastructure from inappropriate development and contains criteria designed to require green infrastructure as part of new developments. Policy HP9 goes further for residential developments and sets the standard for the amount of green infrastructure that should be provided for each of the six types of open space.

7.6.31 To inform the new local plan, the council has completed a robust and extensive review of green infrastructure across the borough which involved:

- A Playing Pitch and Outdoor Sports Study (PPOSS), including assessment report and strategy/action plan
- A Green Infrastructure Audit (GIA), including a main report and Settlement report

- A Green Infrastructure Strategy (GISt), including action plan.

7.6.32 Work has also been undertaken to consider the provision of green infrastructure as part of commercial developments.

7.6.33 The assessment of playing pitch and sport provision found that overall, there is a general shortfall of provision across pitch-based sports now and in the future compared to demand. In some cases this includes a lack of training needs and poor quality facilities such as changing rooms and toilets. Overall, the study finds that although current and future demand can generally be met with improved existing pitch quality and improved facilities, some sports need a net increase in new pitches for example youth football 11 v 11 and rugby union. There is also a need for additional artificial pitch provision.

7.6.34 In terms of non-pitch sports there is insufficient current and future provision for netball. There is also a very limited supply of facilities such as Multi Use Games Areas (MUGAs) for older children and young people.

7.6.35 To address the issues raised by the study, a strategy and action plan has been developed.

7.6.36 Based on the results of the GI Audit, the GISt found that there is a general under provision of green infrastructure compared to the needs of the population. This applies in both the rural and urban parts of the borough. Overall, the GI evidence supports:

- The protection of existing GI from development in line with current Local Plan policy;
- The improvement of existing GI where possible to improve quality and usage; and
- The requirement for GI as part of new housing developments as currently achieved through Policy HP9, subject to review as explained below.

7.6.37 The GISt includes a review of the current standards of provision set out in Policy HP9. The review found that in most cases the standards should remain as they are. However, the review also found that for amenity space there should be a slight increase in the standard to reflect the level of existing provision. A more significant change is the recommendation that there should be a specific standard for provision for older children and young people. The green infrastructure evidence suggests that there should be a separate policy that would allow the local planning authority to ask for a financial contribution specifically towards playing pitch and outdoor sporting provision. Such a policy could be based on the Sport England Playing Pitch Calculator.

7.6.38 As part of the work on the GI Strategy and Action Plan, the council has considered whether or not to require developers of commercial development to include GI. Commercial development may be expected to contribute to GI provision since not only may employees put pressure on existing provision (i.e., during lunch breaks, before and after work), but GI is widely recognised for a variety of benefits including health and well-being. An option is therefore to include a new policy setting a standard for GI provision on commercial developments focused on amenity and natural GI only

as it is these types of provision that may be reasonably expected to from the necessary GI provision, particularly in the form of sitting out areas within a green space.

### Recommendation: Green Infrastructure

We will consider:

- Developing a more detailed policy to protect green infrastructure and to promote its enhancement based on the principles embodied in the new Green Infrastructure Strategy.
- Revise Policy HP9, amending the standards as explained above.
- Developing a separate policy that will set a methodology for securing developer contributions towards new or improved playing pitch and outdoor sport provision.
- Developing a policy requiring new green infrastructure as part of commercial developments.

### Question 21: Green Infrastructure

Do you agree with the recommended approach to Green Infrastructure?

Is there anything that should be added, deleted or amended?

## 7.7 Tackling climate change

Objective 1:	<b>Tackling the climate emergency</b> – to ensure all new development contributes to the borough achieving net zero by 2050 and that we mitigate, adapt and improve our resilience to climate change, including flood risk and coastal change.
Objective 7:	<b>Promoting sustainable transport</b> – to promote sustainable modes of travel by locating development sustainably, enhancing travel networks for walking, cycling and public transport to provide a range of transport choice.

**7.7.1** The new local plan is being conducted in the light of the decision by the council on 11 July 2019 to declare a climate emergency. In, addition, the Wyre Council draft Climate Change Strategy provides a comprehensive summary of how climate change

will affect Wyre and identifies actions for dealing with the consequent challenges and making the most of the opportunities.

**7.7.2** Government planning policy is that the planning system should support the move to a low carbon future, contributing to radical reductions in greenhouse gas emissions, minimising vulnerability and improving resilience, and supporting low carbon energy.

**7.7.3** The latest evidence is that the UK will continue to warm in the future more so in the summer than winter. UK winters are expected to become wetter whilst summers could be slightly drier. There is likely to be an increase in the frequency and intensity of weather extremes. Climate change impacts in Wyre may involve the following:

- surface water flooding from heavy rain events
- sea level rise, with potential for flood risk
- extreme heat
- drought and water scarcity

**7.7.4** These impacts may have particular implications for communities that are located close to the borough's rivers and the coast, and for the most vulnerable residents, including the elderly - Wyre is home to the highest number of residents aged over 65 and 75 in Lancashire.

**7.7.5** Whilst there are risks associated with climate change, there are also opportunities to create well-designed, healthy and sustainable places, for instance by supporting green public transport, cycling, walking and wheeling.

### **Issue: Net zero, the location of development and the promotion of active travel**

**7.7.6** There is a legal requirement – through Section 19(1A) of the Planning and Compulsory Purchase Act 2004 - to include in local plans, policies to mitigate climate change and adapt to its consequences. Mitigation is linked to reducing the amount of carbon and other gases in the atmosphere. Through the Climate Change Act 2008 as amended, the national target requires net UK carbon emissions by 2050 to be at least 100% lower than the 1990 baseline. This “net zero” position means that while some emissions are still being generated by a building/process they are being offset somewhere else making the overall net emissions zero. Essentially achieving net-zero involves:

- Reducing or eliminating entirely the production of carbon dioxide resulting from a particular process or activity;
- Off-setting carbon production through at least an equivalent level of carbon removal through a separate process or activity e.g. through land restoration or the planting of trees.

**7.7.7** In Wyre the transport, domestic and agricultural sectors are the highest carbon emitters. Overall, Wyre has the fourth largest carbon footprint in Lancashire. This is largely attributed to our location as a rural borough. A large proportion of domestic emissions are generated from the use of gas and oil to heat our homes, which is higher



in areas without a gas grid connection. Our sparse geography means that we also produce a high proportion of emissions from minor and A road transport. A proportion of emissions also arises from the M6 motorway where it crosses our borough.

**7.7.8** A key issue for the new local plan is the extent to which carbon emissions are impacted by the rural nature of a large part so the borough and consequent travel patterns. This has particular implications for where future development – particularly development that generates high traffic movements – is located.

### **Recommendation: Net zero, the location of development and the promotion of active travel**

We will consider:

- Only allow development in sustainable locations, for instance by
  - allocating land for development where it is close to public transport routes and local services;
  - requiring development to create road and footpath connectivity with the surrounding area to support sustainable travel;
  - promoting the development and use of active travel solutions (cycling, walking and wheeling);
  - preferring the allocation of previously developed land before greenfield land.
- Support residential development in town and district centres including the conversion and change of use from non-residential use to residential use.
- Extending existing main settlements which have more services and facilities before the more rural settlements.

### **Question 22: Net zero, the location of development and the promotion of active travel**

Do you agree with the recommended approach to net zero, location of development and promotion of active travel?

Is there anything that should be added, deleted or amended?

## Issue: Energy efficiency

**7.7.9** In 2018, heating and powering homes accounted for 22% of all greenhouse gas emissions in the UK. Over half of all household carbon emissions arise from heating and power. Building Regulations (Part L) sets out energy efficiency requirements and carbon target emission rates for new buildings. Changes introduced to Part L and governments future proposed changes are expected to be made to follow a timeline towards ‘zero carbon ready’ homes and buildings by 2025.

**7.7.10** In a Written Ministerial Statement issued on 13 December 2023, it was confirmed by the government that it does not expect local plans to set local energy efficiency standards for buildings that go beyond current or planned building regulations (Part L). If councils wish to ignore this policy and create tougher local standards, they must provide strong evidence to justify higher energy efficiency standards and make sure development remains viable.

**7.7.11** One option the council can take is to require applicants to demonstrate through an Energy Statement, how proposed developments have been designed to follow the following energy hierarchy:

1. reduce energy demand in the construction and use of the building;
2. use energy efficiently;
3. supply energy efficiently; and
4. use low carbon and renewable energy solutions.

**7.7.12** As temperatures increase there will be an increased risk of buildings, not just homes but places of work and leisure – and their occupants – overheating, meaning there needs to be a greater focus on cooling. The health risks associated with hot weather is a particular issue in Wyre due to its ageing population.

**7.7.13** Passive approaches to heating and cooling can play a role in managing energy use and temperature. Passive design uses layout, fabric and form to reduce or remove mechanical cooling, heating, ventilation and lighting demand. It includes using site layout and building form and orientation to control solar gains, maximise daylighting, facilitate natural ventilation and make effective use of thermal mass to help reduce peak internal temperatures.

**7.7.14** Arguably, the overall aim should therefore be to design buildings that are capable of reducing energy demand whilst maintaining comfortable indoor thermal conditions taking account both hot and cold thermal conditions. This requires smart thinking to ensure that solutions to one problem (e.g. increasing the energy efficiency of buildings to reduce carbon use) does not lead to another (internal overheating).

### **Options: Energy efficiency**

Option A: Allow new development to comply with building regulations on energy efficiency without any local plan policy requiring higher standards.

Option B: Require applicants to set out in an Energy Statement how their development is considering energy efficiency by applying the energy hierarchy.

Option C: Require applicants to set out how their development is considering heating and cooling through passive design solutions as set out above.

Option D: Implement a local plan policy that requires development to meet higher energy efficiency standards than that allowed for by the building regulations. Undertake the necessary evidence base research to justify such a policy.

### **Question 23: Energy efficiency**

Which of the above options do you think should be pursued? Do you think we should explore more than one option? Are there any other options to consider?

### **Issue: Renewable energy**

**7.7.15** Renewable energy is energy derived from natural sources that are replenished at a higher rate than they are consumed. Sunlight and wind, for example, are such sources that are constantly being replenished.

**7.7.16** Government planning policy states that local plans should provide a positive strategy for renewable and low carbon energy. It supports the local identification of sites for renewable energy and considers that local plans should identify opportunities for developments to utilise low carbon and renewable energy.

**7.7.17** Through Policy EP12 Renewable Energy, the current local plan supports renewable energy schemes including biomass, hydro, solar and ground source heat. The whole of the borough is currently designated as an area of search for wind energy. The development of wind energy is subject to a number of separate policy criteria to ensure that development is directed to the most appropriate areas.

**7.7.18** Policy EP12 also contains criteria to manage solar farm development where it is proposed on agricultural land. This includes requiring applicants to conduct a search for alternative sites across the whole of the Fylde coast. It is arguable that this is a disincentive to solar farm development in Wyre and is not consistent with supporting the national transition to renewable energy sources.

**7.7.19** In order to inform the new local plan, the council has undertaken a series of Call for Sites exercises whereby landowners, developers and others were able to suggest land for a variety of uses, including renewable energy. This included, in October 2023, a specific Call for Sites exercise aimed at identifying land for wind energy development. The latter exercise provided an opportunity to gauge the extent to which the council needs to be more specific in identifying areas of search for wind power i.e. moving away from a whole borough approach to one that focused on specific parts of the borough for wind energy development.

**7.7.20** From the limited responses received to these exercises, the council has concluded that there is no convincing evidence of a need for the new local plan to allocate land for commercial-scale or community-led renewable energy development. An alternative approach focused on identifying specific sites or areas of search for renewable energy development would have to be supported by additional evidence identifying:

- sites or broad areas of search that are physically capable of accommodating renewable energy development;
- sites or broad areas that are not physically appropriate for renewable energy development for instance low wind speed (for wind energy development) or because of the presence of valuable habitats;
- the demand for renewable energy development in Wyre Borough;
- the presence of supporting infrastructure such as roads, connection into the electricity network.

### **Options: Renewable energy**

Option A: Continue with the current positively framed policy clearly supportive of renewable energy development in appropriate circumstances but without identifying specific areas of search or sites. This would involve continuing the current policy of identifying the whole borough as an area of search for wind energy.

Option B: In relation to solar farm development, maintain the current policy of managing the impact on agricultural land but reduce the area of search to Wyre borough from the whole of the Fylde Coast.

Option C: Continue to support renewable energy development as set out in the current policy but identifying specific sites and/or areas of search for commercial scale renewable energy use, based on new evidence as outlined above.

Option D: Move to a more strict criteria based policy which would represent a less supportive approach.

### **Question 24: Renewable energy**

Which of the above options do you think should be pursued? Do you think we should explore more than one option? Are there any other options to consider?

### **Issue: Adaptation and resilience**

7.7.21 How we adapt to the effects of climate change is a critical part of the planning response. Climate change adaptation refers to taking action to adjust to actual or anticipated impacts of climate change. Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events related to climate change. The current local plan does not contain a specific policy on adaptation and resilience although there is a range of other policies that are relevant including those relating to green infrastructure and water management. If the council were to develop a specific policy aimed at embedding adaptation and resilience into new developments it could include matters such as:

- A requirement for an assessment of the climate risks with evidence of how the development is designed to minimise these risks;
- Development layout, form, massing and orientation;
- The design of external hard and soft landscaping;
- Building layout and design, including an assessment of, and measures to address, potential overheating;
- The type, use and location of green and blue infrastructure;
- Tree planting and use for shading;
- Surface water management and incorporation of sustainable drainage systems;
- The sustainable use of water (water efficiency); and
- The provision of green infrastructure.

In the case of adopting a policy on climate change adaptation as outlined above, it would be an expectation of the policy that the applicant would need to provide appropriate evidence through a Climate Change Statement, specific to the development in question. The extent of the detail required to satisfy the council that this requirement has been met will depend on the scale and type of development.

### Options: Adaptation and resilience

Option A: Develop a specific policy requiring applicants to demonstrate how their development supports climate adaptation and resilience for instance through a Climate Change Statement.

Option B: Continue with the current local plan approach of including policies that are relevant to climate adaptation and resilience but without a specific policy.

### Question 25: Adaptation and resilience

Which of the above options do you think should be pursued? Are there any other options to consider?

## 7.8 Health and wellbeing

Objective 9:	<b>Designing healthy environments</b> – to ensure new buildings and open spaces encourage active and healthy lifestyles to support the health and wellbeing of our communities and reduce inequalities.
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**7.8.1** The social characteristics of Wyre make health and wellbeing a particularly important issue for the council as a whole and the local plan. Wyre has an ageing population profile - 28% of residents are aged 65+ (this is already the highest proportion in Lancashire and this number is expected to rise to around 36% by 2043). Conversely, it has a relatively low number and proportion of children and young people; 15% of the population are aged 0-16 and 13% aged 16-29.

**7.8.2** In addition, in the context of social and economic deprivation, the peninsular area around Fleetwood contains neighbourhoods that are very highly deprived. Around 14,000 residents live in wards which fall within the top 10% most deprived in England. As a borough overall though, Wyre is less deprived on this measure compared to national levels. Health-related deprivation in Wyre is, however, more widespread. Some 15,000 residents reside in top 10% areas, and 40% of the population is classed as being in the top 30% most deprived. This is 10% above national levels.

**7.8.3** In these most deprived parts of Wyre, life expectancy is 9.3 years lower for men and 8.7 years lower for women than in its least deprived areas. There are higher rates of people with a long-term limiting illness in these areas (26% of residents compared to 18% nationally). NHS profiling for Wyre (2019), highlights that on 11 of 34 key

indicators it has been performing significantly worse than the England average. These include:

- life expectancy for both males and females
- under 75's mortality rate from all causes
- mortality rate from cancer
- all cardiovascular diseases
- suicide
- hospital admission rate for alcohol-related conditions.

**7.8.4** The health of our communities can be fundamentally affected by their living environment which the planning system has a key role in managing. The promotion of active lifestyles – a key factor in healthy living – is supported by government planning policy and is a factor that should be considered when deciding the location and design of new development. Active and healthy living also involves the protection and creation of green spaces and the natural environment, the protection and creation of places for sport and play, the promotion of walking, cycling and wheeling, good access to public transport routes and the promotion of local food growing. Making sure development is located away from areas at risk of flooding – a particular issue in large parts of Wyre, can also be seen as a matter of personal and public health.

### **Issue: Supporting healthy living and active environments**

**7.8.5** Healthy communities are those that are good places to grow up and grow old in. They support healthy behaviours and encourage good physical and mental health as well as provide cognitive health benefits at individual and community levels. Active and healthy lifestyles are made easier through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, which are accessible by active travel (cycling, walking and wheeling) and public transport.

**7.8.6** A review of current walking and cycling initiatives for the Wyre Moving More Strategy reveals that there is no lack of opportunity to walk and ride, with health walks, led bike rides, walking festivals and waymarked walking routes forming part of the offer. Despite this, Department of Transport data suggests that rates of walking and cycling in Wyre in 2019/20 were lower than national averages.

**7.8.7** The planning system can promote health and wellbeing by making sure that the planning decisions we make support healthy living strategies and projects. This includes supporting the development of health infrastructure where this is required. The current local plan includes a policy (SP8 Health and Well-Being) that sets out broad support for healthy and active lifestyles but does not contain any criteria by which the healthy and active lifestyles elements of a development can be assessed in terms of its location, layout and design.

**7.8.8** The location and design of new development also has a health aspect – sustainably located sites close to facilities and services that can be accessed by walking and cycling, and through public transport, offer health benefits over those located at a distance from local services and facilities. The Wyre Local Plan presents an opportunity to improve activity and movement infrastructure and to employ the

principles of Active Design in the way we manage development and create the policies to protect land from development.

### Recommendation: Supporting healthy living and active environments

We will consider:

- the location and design of new development to integrate health aspects, including active travel, green infrastructure and access to services and facilities;
- safeguard community facilities and open space, including for recreation and sport;
- protect green infrastructure and enhancing green routes and public rights of way;
- create public spaces and easy and safe walking and cycling routes to promote social interaction and active travel;
- deliver high quality, well-designed homes that can meet the needs of an ageing population;
- requiring developments to plan for climate change adaptation and resilience, including flood risk;
- developing a healthy living and active environment criteria based policy that will require applicants for some developments to provide evidence on how the proposal contributes to healthy living and active places.

### Question 26: Supporting healthy living and active environments

Do you agree with the recommended approach to supporting healthy living and active environments?

Is there anything that should be added, deleted or amended?

## 7.9 Delivering infrastructure needed to support development

Objective 8:	<b>Infrastructure</b> – collaborative working with partners and stakeholders to secure necessary infrastructure needed at an appropriate time to support new development.
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**7.9.1** The delivery of infrastructure to support new housing and economic development is vital in creating sustainable communities. Infrastructure covers a wide variety of services and facilities that are needed to support daily activities of communities and the general economy. This includes, but not limited to:



- Transport infrastructure: rail, bus and tram facilities, cycle and pedestrian links and roads;
- Flood risk measures: strategic flood defences, flood management schemes and Sustainable Drainage Systems;
- Utilities: energy suppliers, water supply and wastewater;
- Green infrastructure: open space, recreation and amenity space, playing pitches, green networks/corridors, allotments, civic space, provision for children and teenagers, biodiversity net gain;
- Community facilities and services: education, health, sport and leisure facilities, libraries and community facilities, emergency services and cemeteries;
- Telecommunications infrastructure, including broadband and 5G.

7.9.2 Infrastructure can be funded and delivered in a variety of ways. New development is required to address its direct impacts by directly providing infrastructure or paying for it, through a planning obligation, known as section 106 agreements, or for highway works, under legal agreements called 278 agreements. Infrastructure may also be funded by organisations who have a statutory requirement to provide infrastructure, such as utility companies, or via central Government, such as works to protect existing development from flooding.

7.9.3 New developments are only required to provide for the infrastructure that is necessary for that development and they are not required to tackle existing known infrastructure issues.

7.9.4 There are a number of existing infrastructure improvements recently completed or underway. This includes the National Highways A585 Windy Harbour to Skippool bypass that will deliver additional highway capacity and improved network reliability and Wyre beach management schemes, a coastal defence project which aims to reduce the risk of coastal erosion and flooding to over 11,000 properties and critical infrastructure along the coast between Cleveleys and Fleetwood marine lakes. Additional projects are likely to be needed to support the development proposals in the new local plan.

7.9.5 The new local plan will be supported by an Infrastructure Delivery Plan (IDP) that covers the plan period 2022-2040. The IDP will set out what level of new or improved infrastructure will be required to deliver the growth proposed in the new local plan. We will work with infrastructure providers to develop the IDP, identifying key infrastructure needed, costs and gaps in funding.

### **Recommendation: Delivering infrastructure needed to support development**

We will prepare a new Infrastructure Delivery Plan working alongside infrastructure providers to support the new local plan.

We will also consider:

- Identifying and protecting sites and routes which could be key to widening sustainable transport choices, such as protecting the disused Fleetwood to Poulton-le-Fylde former railway line;
- Protect existing valued community services and facilities from being lost to other uses. Encourage new community services and facilities to support communities;
- Mechanisms to fund the delivery of new necessary infrastructure.

### **Question 27: Delivering infrastructure needed to support development**

Do you agree with the recommended approach to delivering infrastructure?

Is there anything that should be added, deleted or amended?

# Identifying suitable housing and employment allocations

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## **8 Identifying suitable housing and employment allocations**

### **8.1 Introduction**

**8.1.1** This section identifies a potential source of sites that the council will consider if additional site allocations for housing and employment development is necessary for the new local plan. It includes further information on the housing need and employment need to meet the minimum requirements and the potential sites the council will consider where development could be directed.

**8.1.2** The first stage of preparing a new local plan is the scoping stage. We ran a scoping consultation between January and March 2022 to ask the community and other stakeholders to identify the issues that the new local plan should address and identify the evidence required to support the local plan's preparation. We published a summary of the responses received to the consultation within the [consultation statement](#).

**8.1.3** We have run various call for sites consultations. This was an important opportunity for the community and other stakeholders to suggest sites, land or buildings that could have the potential for future development or designation. We ran two wide ranging call for sites in 2022 and 2023 and a specific call for sites for on-shore wind energy in 2023. We published the sites submitted to the consultation on an [interactive map](#).

**8.1.4** This Issues and Options stage is only considering potential site options for housing and employment. Further information is available in section seven on how we propose to address [on-shore wind](#) and [Travelling Showperson's](#) need.

### **8.2 Housing and Employment**

**8.2.1** We have prepared a working draft Strategic Housing and Economic Land Availability Assessment (SHELAA) which is a technical assessment and does not itself recommend sites for development. The purpose of the SHELAA is to sets out what land could be available and suitable for housing and employment. In preparing the assessment, we have looked at a wide range of sites across the borough. The draft SHELAA at this stage has undertaken a high-level review of the sites for key constraints. The working draft SHELAA can be viewed [online](#) as part of our evidence base and this provides further information on the methodology.

**8.2.2** The assessment has included reviewing sites which were submitted as part of the call for sites exercises for housing and employment, reviewing sites from the previous strategic housing land availability assessment (2017)<sup>5</sup> and reviewing the brownfield land register<sup>6</sup>. Further detailed understanding on the availability of sites i.e. whether the landowner would be willing to release the land for development has not been completed at this stage.

**8.2.3** The SHELAA has been used as a source of sites for this Issues and Options. The Issues and Options has also included existing site allocations and designations

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<sup>5</sup> Review sites from the previous strategic housing land availability assessment, examining those which do not have planning permission.

<sup>6</sup> The [brownfield land register](#) is a source for new housing.

that are now proposed for an alternative use. This initial assessment has shown there is theoretically land available to build approximately 8,862 homes and 60 hectares of employment land on a total of 56 sites. Some sites identified have also been proposed for mixed use development, which could include an element of housing and/or employment uses.

**8.2.4** This long list of potential sites compares to the emerging evidence that identifies the scale of development that will be needed to meet the borough's needs over the plan period:

- Housing - as set out in section [7.4](#), there is a minimum annual housing requirement of 275 homes per year, the equivalent of 4,950 homes for the plan period 2022-2040.
- Employment – as set out in section [7.2](#), there is a minimum objectively assessed need for employment development is 24.15 hectares over the period 2022-2042.

**8.2.5** The scale of site allocations that are needed for the new local plan are unknown at this stage, it is likely that current site allocations from the existing local plan, that covers the plan period 2011-2031, will contribute significantly towards meeting the development needs for the new local plan. It is not possible at this stage in the plan making process to provide the precise number of additional dwellings or amount of employment land that will be needed. The work to determine this has not yet been completed. **It is estimated that around 1,400 additional homes may be needed** in addition to existing site allocations in the current local plan.

**8.2.6** This Issues and Options **identifies potential sites to build approximately 8,862 homes which significant exceeds the estimated need of around 1,400 additional homes.** Therefore, only around 15% of the homes identified as a potential option at this stage are likely to be required for the new local plan.

### **8.3 Issues and Option sites**

**8.3.1** This Issues and Options document identifies potential sites on the maps below and are the sites currently being considered by the council. It is important to note that no decision has been made on which of the identified sites will be taken forward as allocations in the local plan and the boundaries of the individual sites may also be amended.

**8.3.2** The decision over which sites should be allocated will be influenced by background evidence and consultation feedback received, plus further information on the willingness of landowners to release the land for the development. The sites are therefore being presented at this early stage to enable comments to be made on constraints that may inhibit development or matters that will need to be taken into account and addressed before a site can be allocated.

**8.3.3** The choice of Spatial Strategy will influence the distribution of development and also the number of sites that need to be identified in each part of the borough.

#### 8.3.4 In summary:

- **No sites are proposed for development at this stage** – this will happen when a draft local plan is consulted on in 2025;
- Sites listed in the draft SHELAA and existing site allocations proposed for an alternative use provides a long list of sites being considered, that will be subject to further assessment – **most sites will not ultimately be proposed for allocation, potentially only 15% of homes identified are needed;**
- The inclusion of a site in the Issues and Options is not a material planning consideration and does not carry weight in determining planning applications; and
- The Issues and Options provides an early opportunity to comment on the sites. Your views will be taken into consideration as we prepare the draft local plan.

#### **Question 28: Site Allocations**

Do you have any particular comments or concerns with any of the identified sites? Please quote the reference number shown on the maps when making comments about a specific site.

What are the key issues that would need to be considered if any of the identified sites were to be brought forward for development?

What additional services and facilities would need to be provided to ensure that development on these sites does not impact on existing infrastructure? What is the most important infrastructure that needs to be provided within a settlement for it to accommodate new development in a sustainable manner?

# Appendices

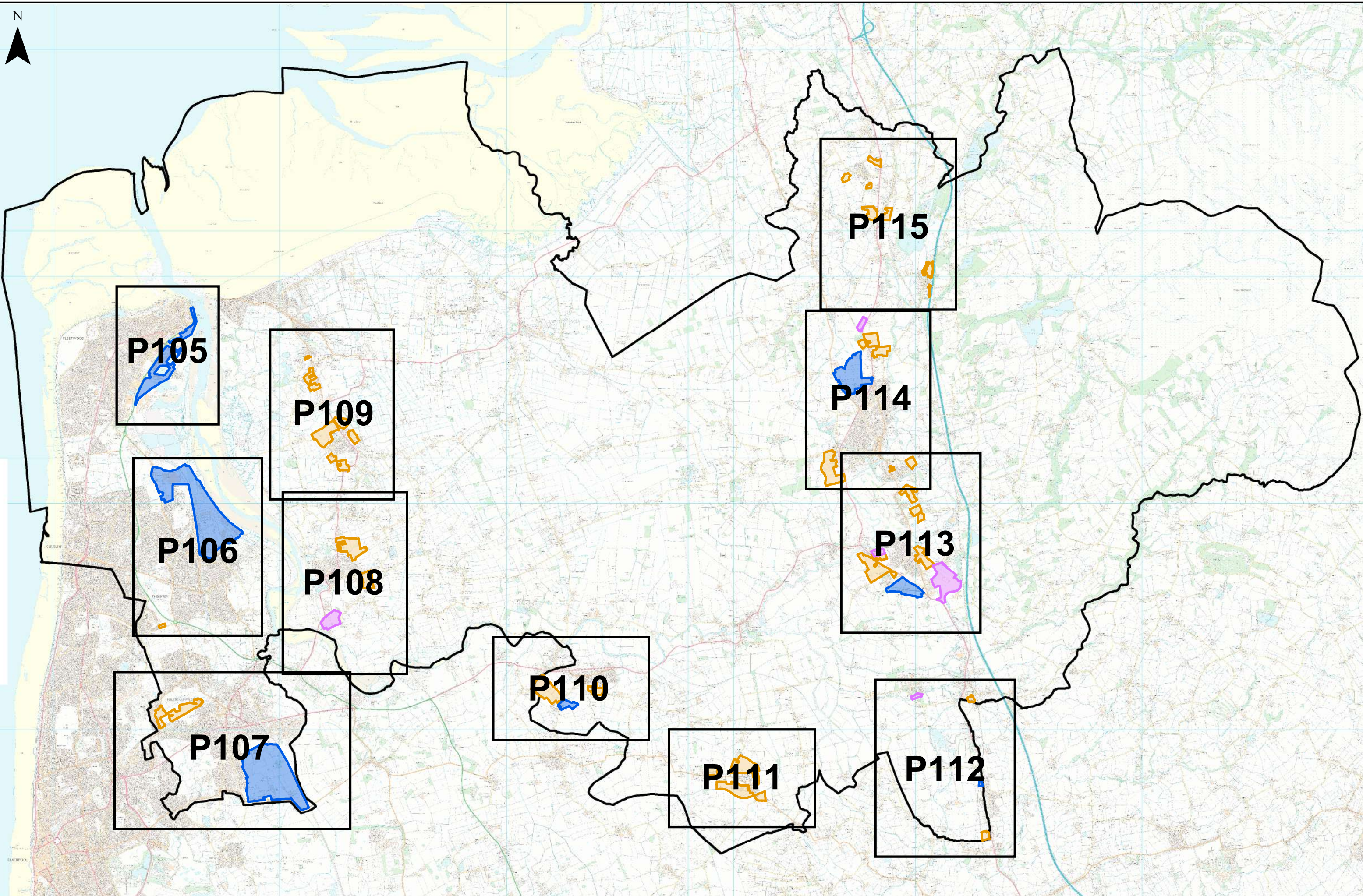
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## **Appendix 1 – Potential Development Sites**

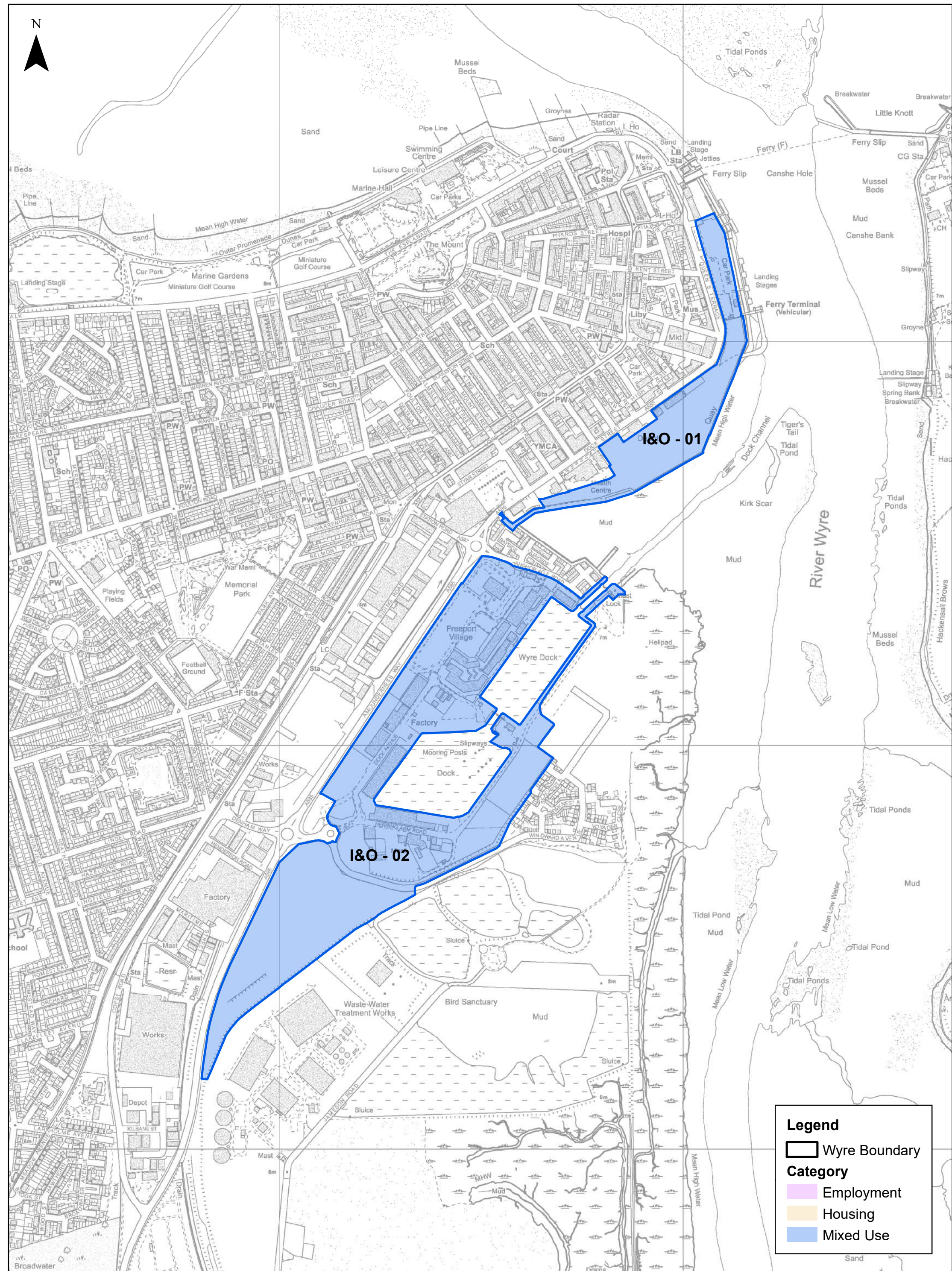


# Potential Development Sites- Index



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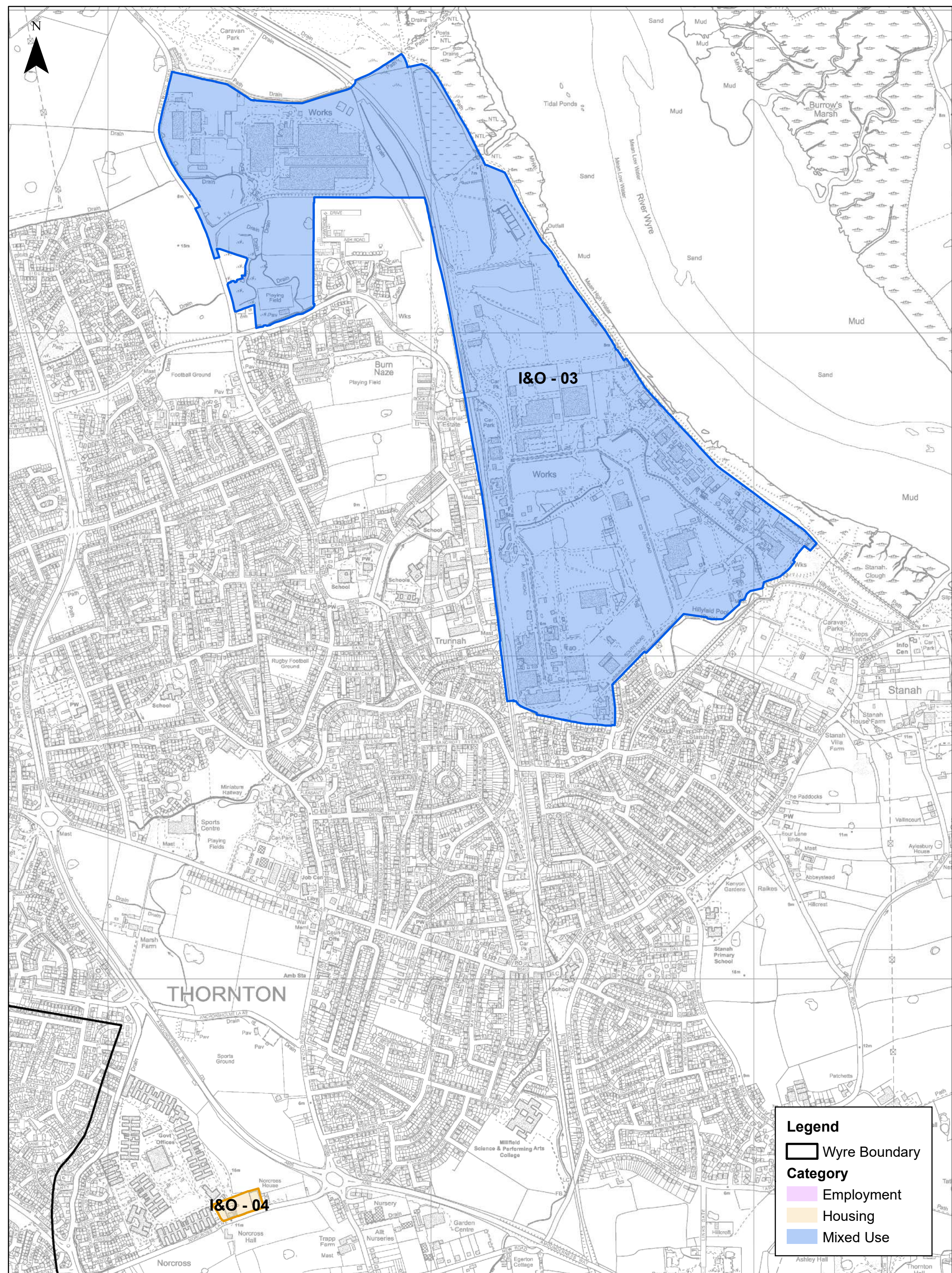
# Potential Development Sites- Fleetwood



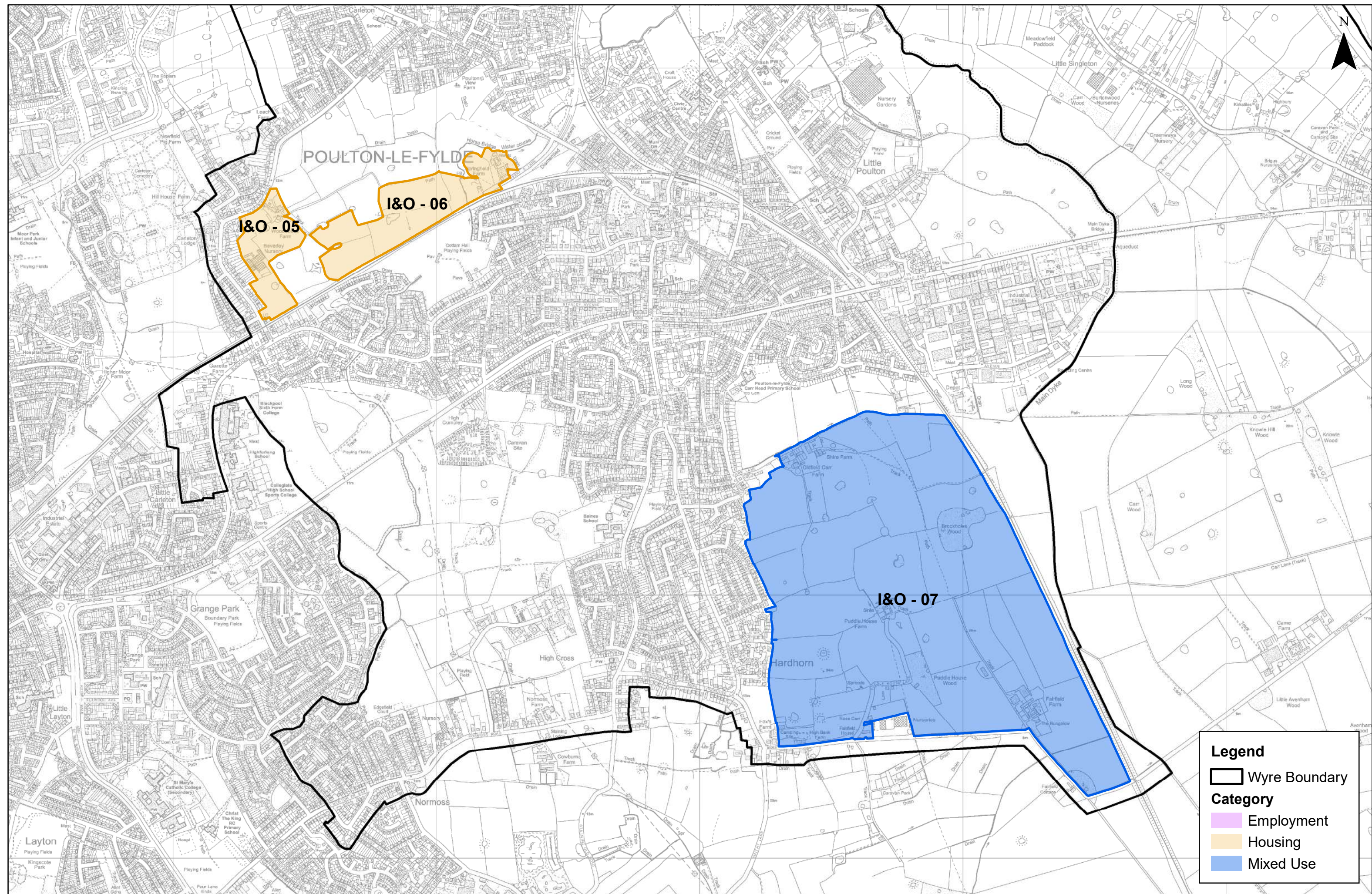
**Legend**

Wyre Boundary  
**Category**  
 Employment  
 Housing  
 Mixed Use

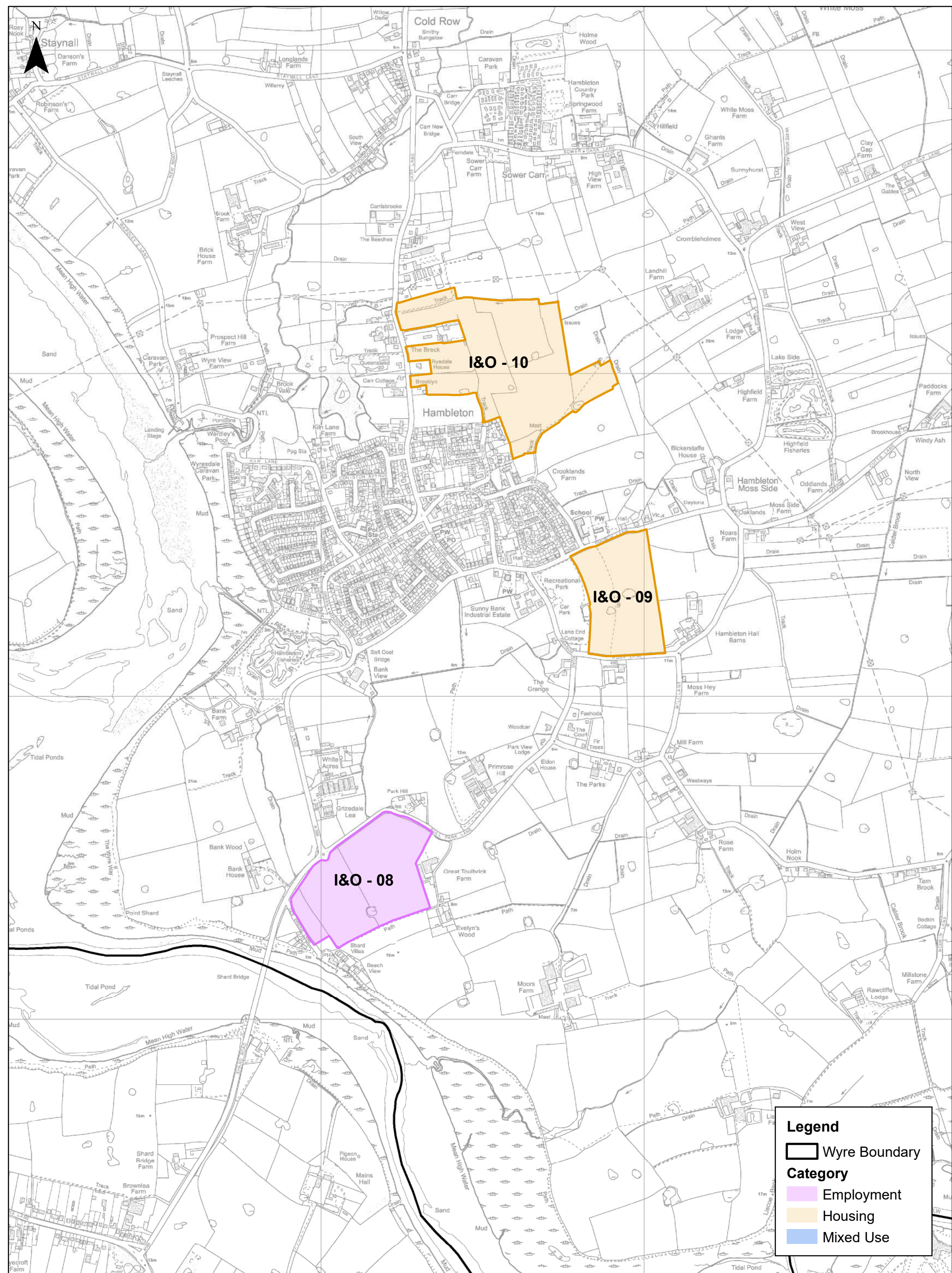
# Potential Development Sites- Thornton



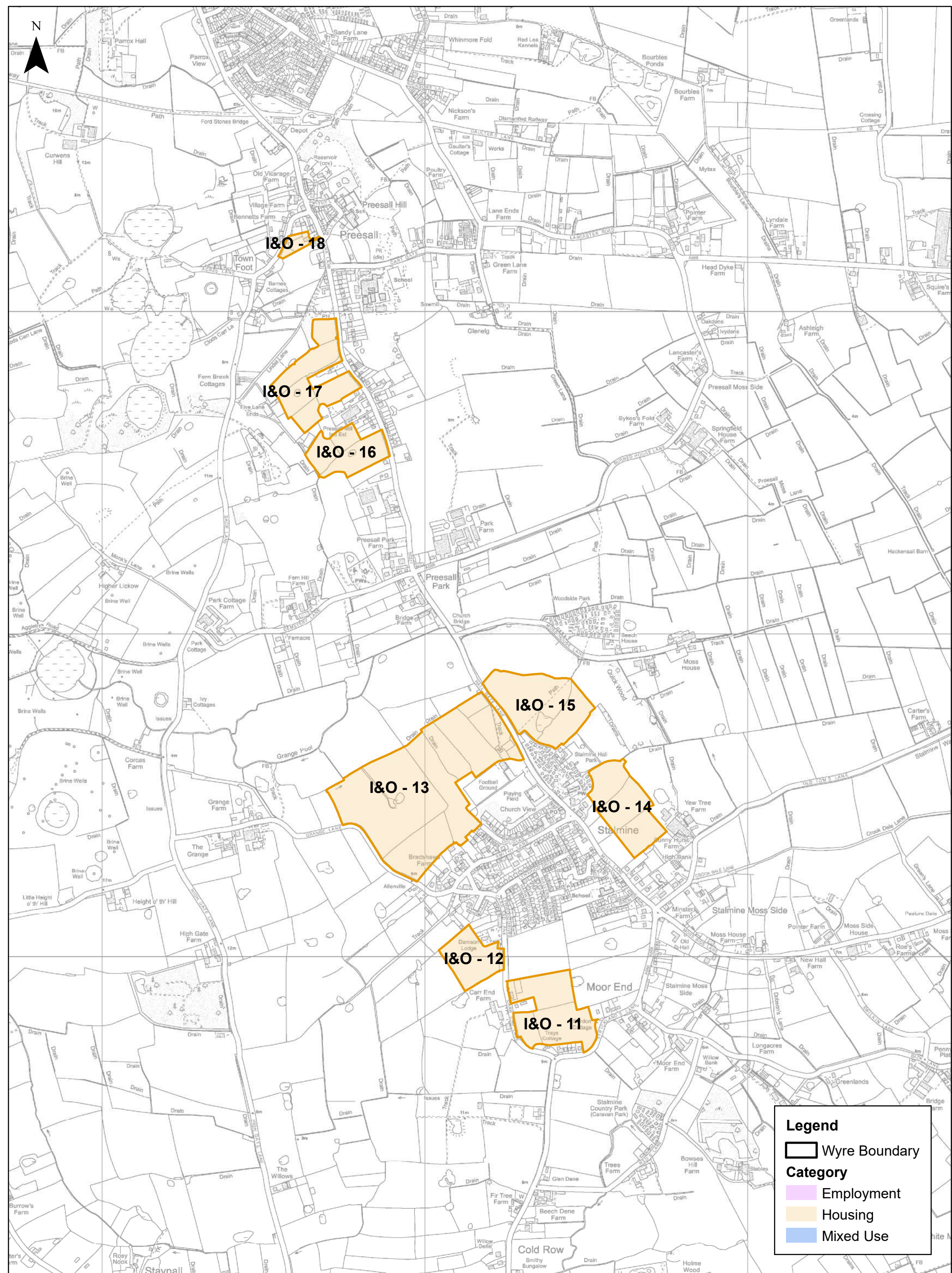
# Potential Development Sites- Poulton-le-Fylde



# Potential Development Sites- Hambleton



# Potential Development Sites- Stalmine and Preesall Hill



**Legend**

▭ Wyre Boundary

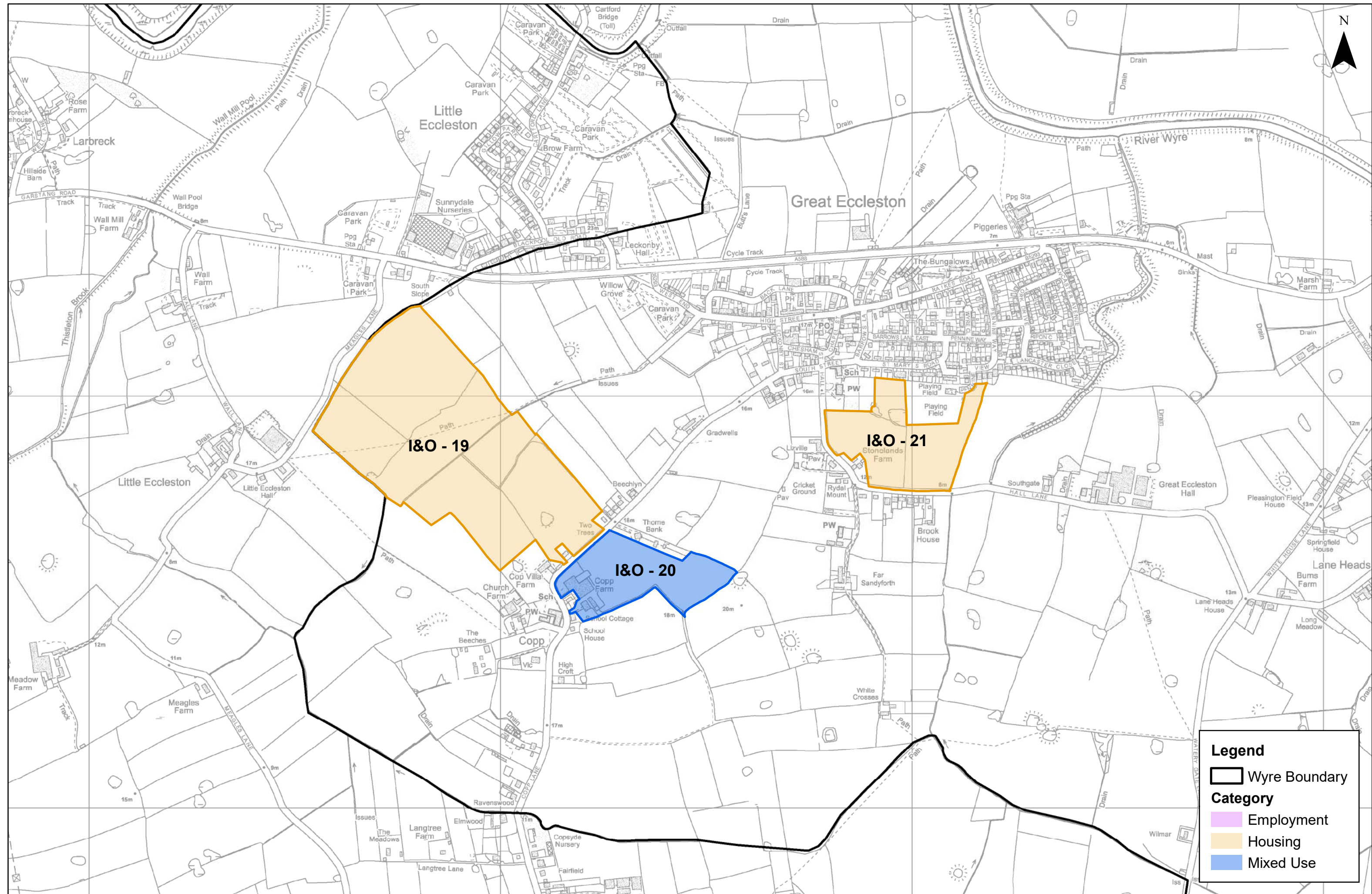
**Category**

▭ Employment

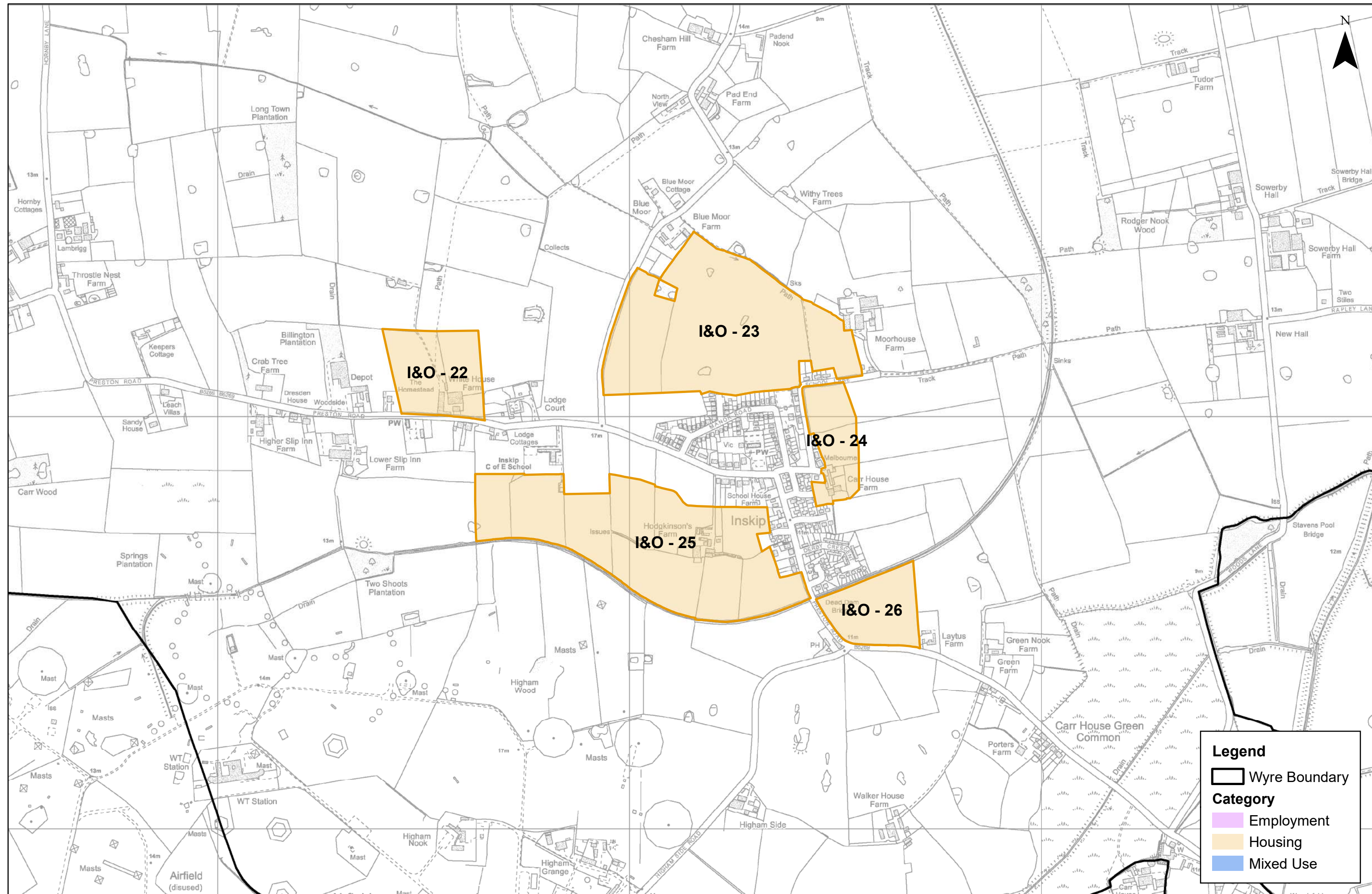
▭ Housing

▭ Mixed Use

# Potential Development Sites- Great Eccleston



# Potential Development Sites- Inskip



**Legend**

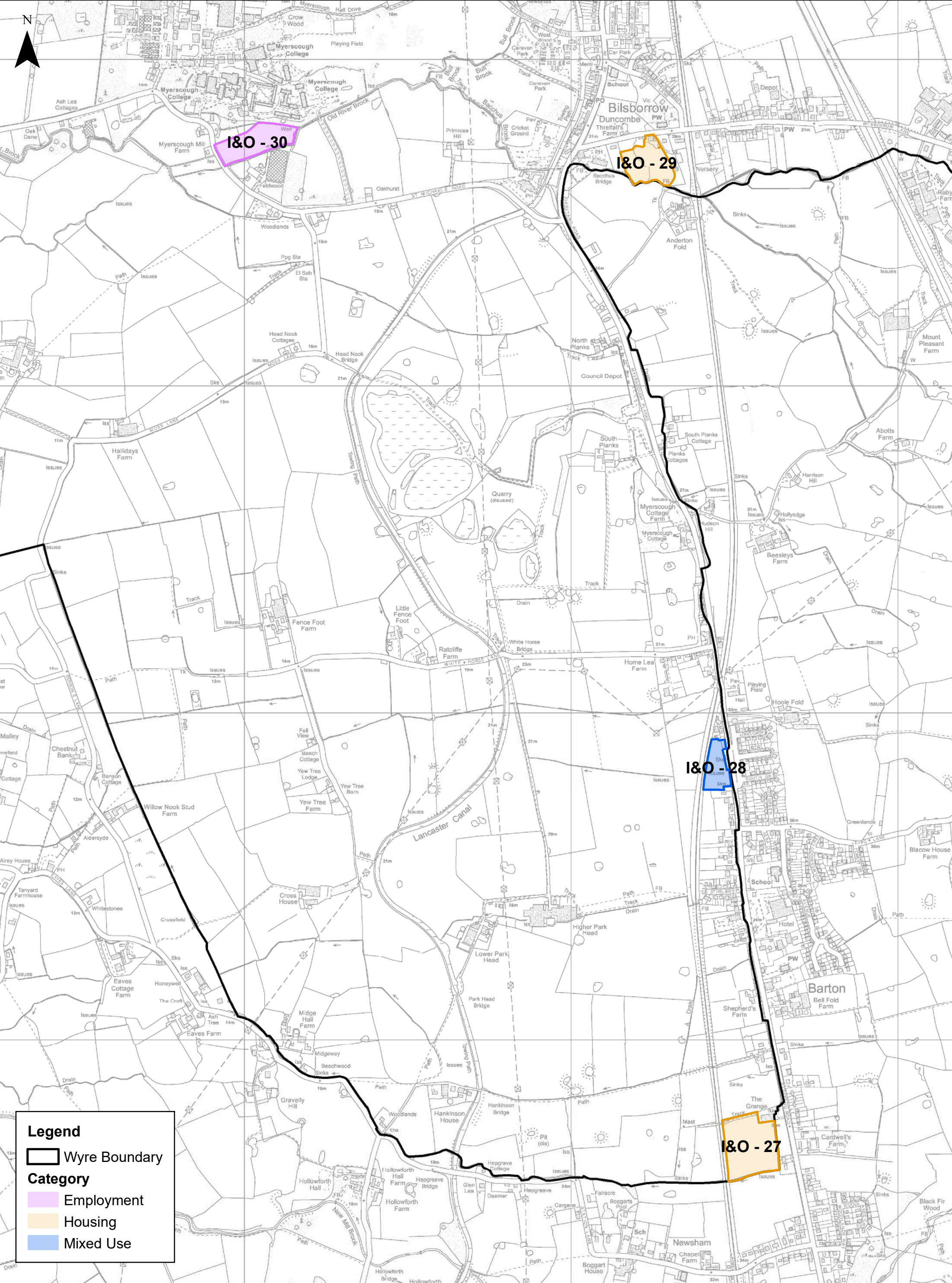
▭ Wyre Boundary

**Category**

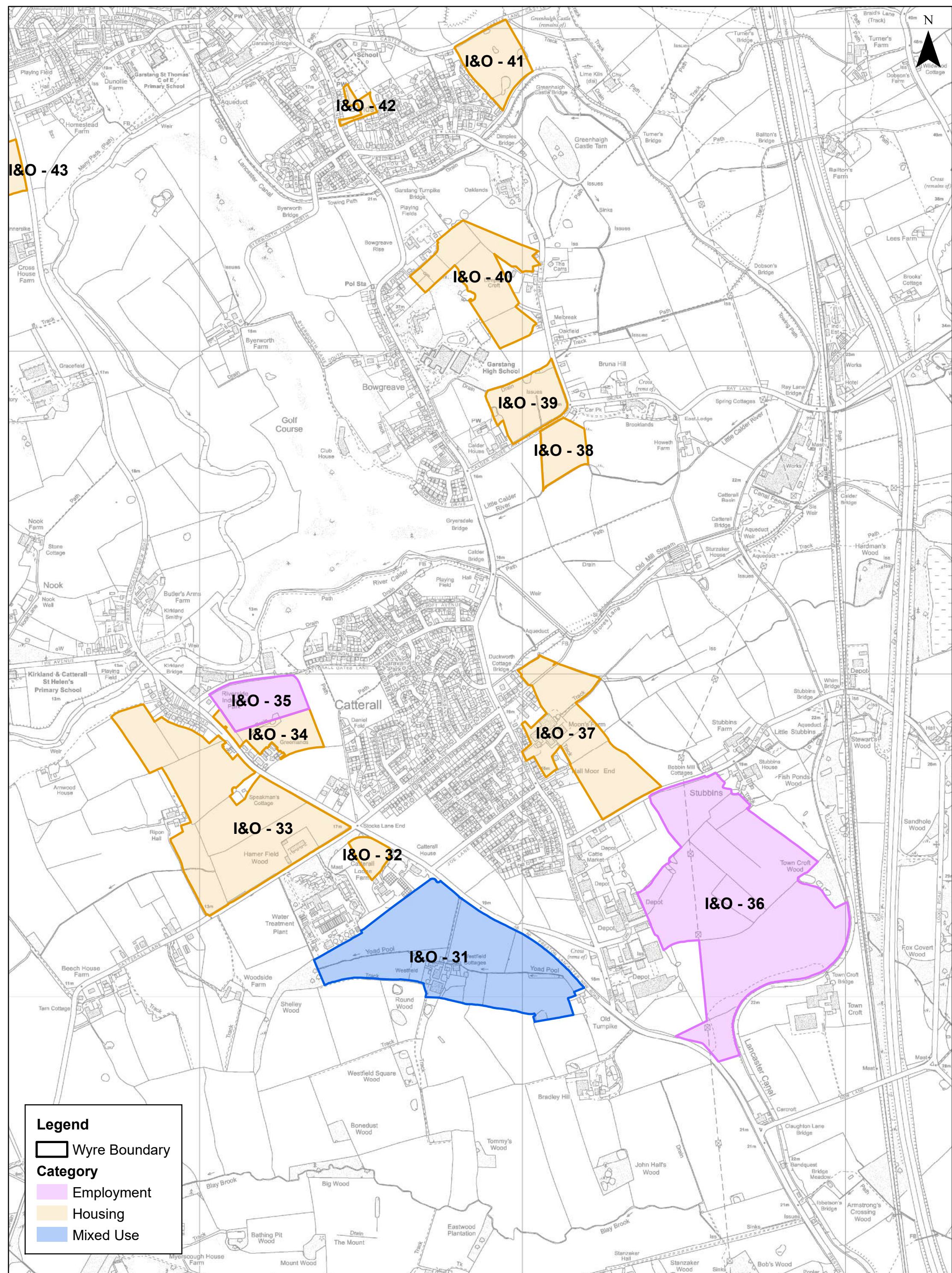
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- ▭ Housing
- ▭ Mixed Use



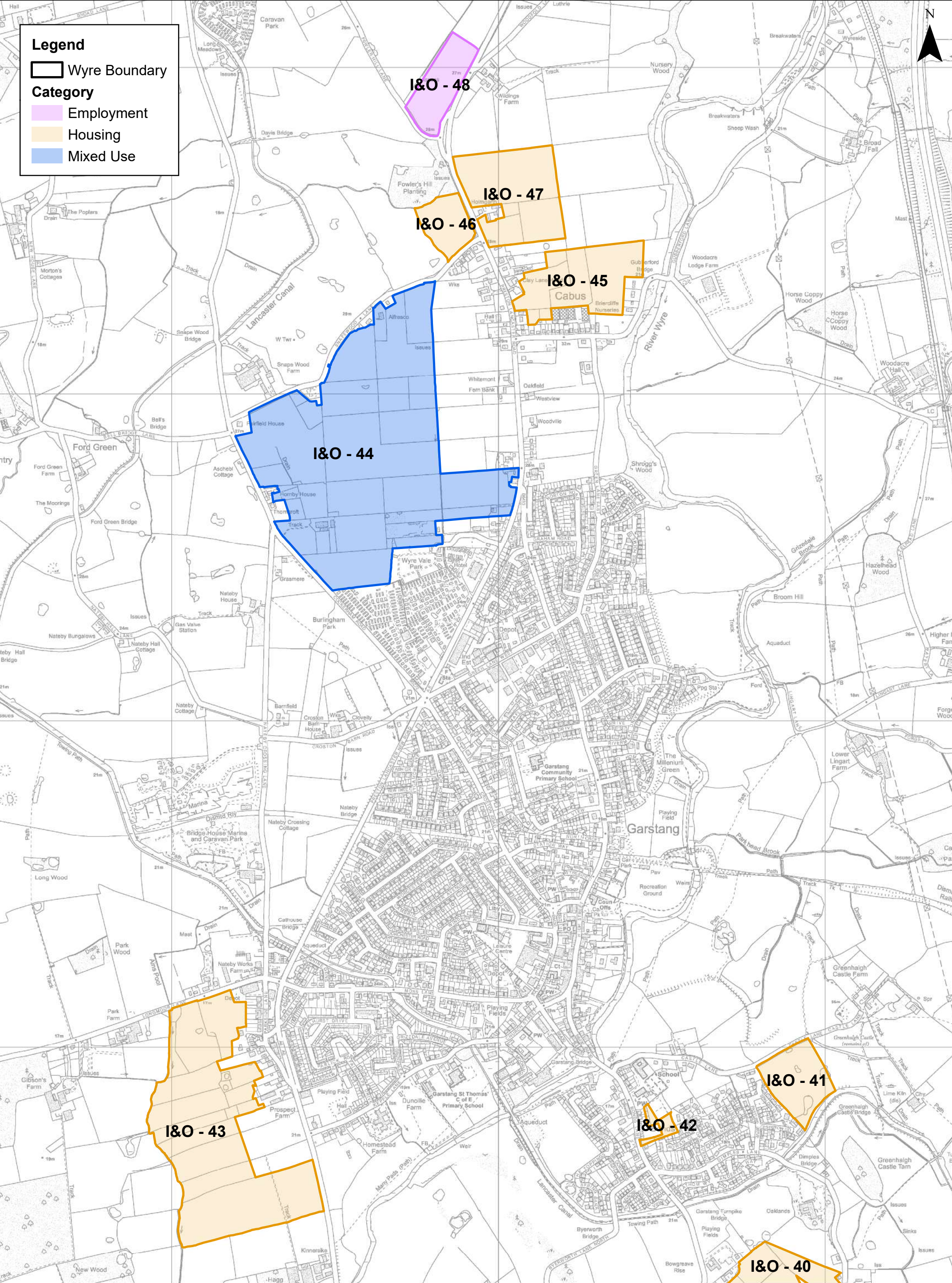
# Potential Development Sites- Barton and Bilsborrow



# Potential Development Sites- Catterall and Bowgreave



# Potential Development Sites- Garstang and Cabus

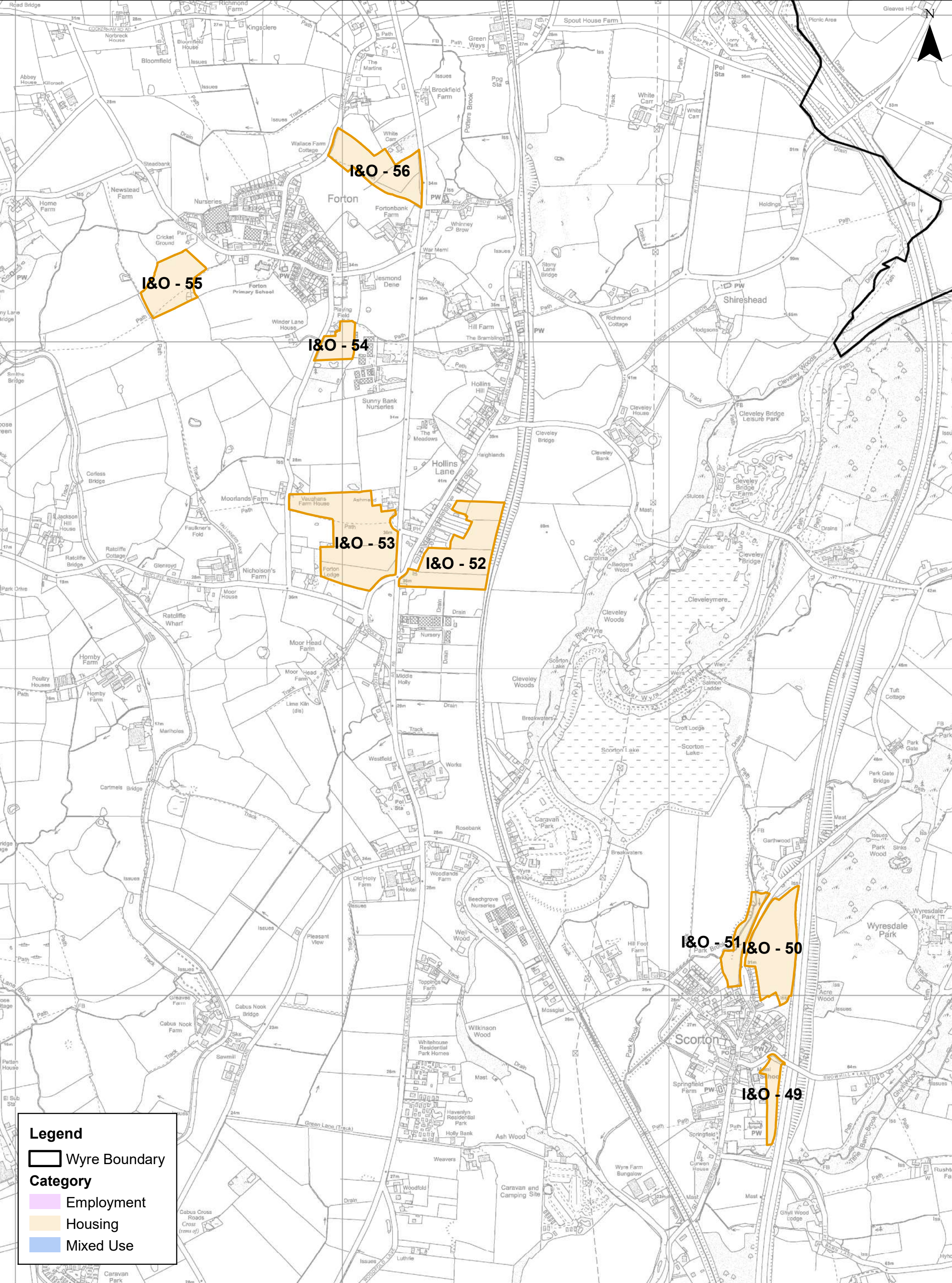


**Legend**

- Wyre Boundary
- Category**
- Employment
- Housing
- Mixed Use



# Potential Development Sites- Scorton, Hollins Lane and Forton



**Legend**

Wyre Boundary  
**Category**  
 Employment  
 Housing  
 Mixed Use

## Appendix 2 – Consultation Options and Questions

<b>Question 1</b>	<b>Sustainability Appraisal</b> <ul style="list-style-type: none"> <li>Do you have any comments on the Sustainability Appraisal?</li> </ul>
<b>Question 2</b>	<b>Spatial Portrait</b> <ul style="list-style-type: none"> <li>Do you agree that the Spatial Portrait is factually correct?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 3</b>	<b>Key Issues</b> <ul style="list-style-type: none"> <li>Do you agree that the key issues are factually correct?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 4</b>	<b>Vision</b> <ul style="list-style-type: none"> <li>Do you agree with the proposed vision statement?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 5</b>	<b>Objectives</b> <ul style="list-style-type: none"> <li>Do you agree with the proposed objectives?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 6</b>	<b>Spatial Strategy</b> <ul style="list-style-type: none"> <li>Which of the options do you think should be taken forward as the spatial strategy which shows where development will be directed?</li> <li>Can any of the options be amended to make it more sustainable, deliverable or increase the extent to which it would help to achieve the vision and objectives?</li> <li>Is there an alternative or hybrid option which would be more appropriate?</li> </ul>
<b>Question 7</b>	<b>The amount of employment land we need</b> <ul style="list-style-type: none"> <li>Do you support Wyre’s objectively assessed employment land need?</li> <li>Are there constraints to justify setting a lower employment land requirement?</li> </ul>
<b>Question 8</b>	<b>Retail Hierarchy</b> <ul style="list-style-type: none"> <li>Do you agree with the current retail hierarchy set out in table 7.1?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 9</b>	<b>Retail Policy</b> <ul style="list-style-type: none"> <li>Do you agree with the recommended approach to retail policy?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 10</b>	<b>The number of homes we need</b>

	<ul style="list-style-type: none"> <li>• Do you support the use of the Standard Method?</li> <li>• If not, what are the exceptional circumstances to justify an alternative approach?</li> </ul>
<b>Question 11</b>	<p><b>Affordable Housing</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to affordable housing?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 12</b>	<p><b>Meeting housing needs for people at all ages of their life</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to meeting housing needs for people at all ages of their life?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 13</b>	<p><b>Custom and self-build</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to refine Wyre's demand for self build plots?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 14</b>	<p><b>Encouraging small and medium sized builders</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to deliver a greater proportion of smaller and medium development sites?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 15</b>	<p><b>Accommodation for Gypsy, Travellers and Travelling Showpeople</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to meet our needs for Travelling Showpeople?</li> <li>• Are there any additional sites for Travelling Showpeople that should be considered?</li> <li>• Are there any additional criteria that should be considered in a windfall policy for Gypsy and Travellers and Travelling Showpeople?</li> </ul>
<b>Question 16</b>	<p><b>Ensuring high quality design and promoting local character</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to ensuring high quality design and promoting local character?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 17</b>	<p><b>Preserving and enhancing our heritage</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to preserving and enhancing our heritage?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 18</b>	<p><b>Flood risk</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to tackling flood risk?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>

<p><b>Question 19</b></p>	<p><b>Green Belt</b></p> <ul style="list-style-type: none"> <li>Do you support the recommended approach to not review the Green Belt or are there exceptional circumstances to justify reviewing the Green Belt?</li> </ul>
<p><b>Options</b></p>	<p><b>Biodiversity Net Gain, local nature recovery and ecology</b></p> <ul style="list-style-type: none"> <li>Option A: Draft a separate policy on Biodiversity Net Gain establishing the council's requirements including identifying areas of strategic importance.</li> <li>Option B: As above, however introduce a minimum BNG requirement above 10%. Note that this option will require the council to develop a firm evidence base to support this approach as outlined above.</li> <li>Option C: Maintain the current policy (CDMP4) of protecting areas of habitat value and species, without further amendments.</li> </ul>
<p><b>Question 20</b></p>	<p><b>Biodiversity Net Gain, local nature recovery and ecology</b></p> <ul style="list-style-type: none"> <li>Which of the above options do you think should be pursued?</li> <li>Do you think we should explore more than one option?</li> <li>Are there any other options to consider?</li> </ul>
<p><b>Question 21</b></p>	<p><b>Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>Do you agree with the recommended approach to Green Infrastructure?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<p><b>Question 22</b></p>	<p><b>Net zero, the location of development and the promotion of active travel</b></p> <ul style="list-style-type: none"> <li>Do you agree with the recommended approach to net zero, location of development and promotion of active travel?</li> <li>Is there anything that should be added, deleted or amended?</li> </ul>
<p><b>Options</b></p>	<p><b>Energy efficiency</b></p> <p>Option A: Allow new development to comply with building regulations on energy efficiency without any local plan policy requiring higher standards.</p> <p>Option B: Require applicants to set out in an Energy Statement how their development is considering energy efficiency by applying the energy hierarchy.</p> <p>Option C: Require applicants to set out how their development is considering heating and cooling through passive design solutions as set out above.</p> <p>Option D: Implement a local plan policy that requires development to meet higher energy efficiency standards than that allowed for by</p>

	the building regulations. Undertake the necessary evidence base research to justify such a policy.
<b>Question 23</b>	<p><b>Energy efficiency</b></p> <ul style="list-style-type: none"> <li>• Which of the above options do you think should be pursued?</li> <li>• Do you think we should explore more than one option?</li> <li>• Are there any other options to consider?</li> </ul>
<b>Options</b>	<p><b>Renewable energy</b></p> <p>Option A: Continue with the current positively framed policy clearly supportive of renewable energy development in appropriate circumstances but without identifying specific areas of search or sites. This would involve continuing the current policy of identifying the whole borough as an area of search for wind energy.</p> <p>Option B: In relation to solar farm development, maintain the current policy of managing the impact on agricultural land but reduce the area of search to Wyre borough from the whole of the Fylde Coast.</p> <p>Option C: Continue to support renewable energy development as set out in the current policy but identifying specific sites and/or areas of search for commercial scale renewable energy use, based on new evidence as outlined above.</p> <p>Option D: Move to a more strict criteria based policy which would represent a less supportive approach.</p>
<b>Question 24</b>	<p><b>Renewable energy</b></p> <ul style="list-style-type: none"> <li>• Which of the above options do you think should be pursued?</li> <li>• Do you think we should explore more than one option?</li> <li>• Are there any other options to consider?</li> </ul>
<b>Options</b>	<p><b>Adaptation and resilience</b></p> <p>Option A: Develop a specific policy requiring applicants to demonstrate how their development supports climate adaptation and resilience for instance through a Climate Change Statement.</p> <p>Option B: Continue with the current local plan approach of including policies that are relevant to climate adaptation and resilience but without a specific policy.</p>
<b>Question 25:</b>	<b>Adaptation and resilience</b>



	<ul style="list-style-type: none"> <li>• Which of the above options do you think should be pursued?</li> <li>• Are there any other options to consider?</li> </ul>
<b>Question 26:</b>	<p><b>Supporting healthy living and active environments</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to supporting healthy living and active environments?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 27:</b>	<p><b>Delivering infrastructure needed to support development</b></p> <ul style="list-style-type: none"> <li>• Do you agree with the recommended approach to delivering infrastructure?</li> <li>• Is there anything that should be added, deleted or amended?</li> </ul>
<b>Question 28:</b>	<p><b>Site Allocations</b></p> <ul style="list-style-type: none"> <li>• Do you have any particular comments or concerns with any of the identified sites? Please quote the site reference number shown on the maps when making comments about a specific site.</li> <li>• What are the key issues that would need to be considered if any of the identified sites were to be brought forward for development?</li> <li>• What additional services and facilities would need to be provided to ensure that development on these sites does not impact on existing infrastructure?</li> <li>• What is the most important infrastructure that needs to be provided within a settlement for it to accommodate new development in a sustainable manner?</li> </ul>

## **Appendix 3 – Glossary**

**Affordable Housing:** 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.

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

**Biodiversity Net Gain (BNG):** BNG is a way of creating and improving natural habitats. It makes sure that development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development.

**Biological Heritage Site (BHS):** 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.

**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.

**Green Infrastructure: A network of multi-functional green space and other green features which can deliver quality of life and environmental benefits for communities.** Includes parks, amenity spaces, sports facilities, allotments, natural/semi-natural spaces and children's play space.

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

**Habitats 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).

**Historic England Heritage at Risk Register:** Lists those sites most at risks of being lost through neglect, decay or inappropriate development.

**Index of Multiple Deprivation (IMD):** The IMD is an official measure of relative deprivation for small areas in England. It combines information from seven domains (income; employment; education, skills and training, health deprivation and disability; crime; barriers to housing and services; and living environment) to produce an overall relative measure of deprivation.

**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.

**Listed buildings:** Buildings and structures of special architectural or historical interest considered to be of national importance and therefore worth protecting.

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

**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.

**Local Nature Recovery Strategies (LNRs):** A nationwide system of spatial strategies designed to help improve nature and provide other environmental benefits, such as carbon sequestration and flood regulation.

**Marine Conservation Zones (MCZs):** The Marine and Coastal Access Act 2009 allowed for the creation of MCZs which protect a range of nationally important marine wildlife, habitats, geology and geomorphology.

**National Landscapes (formerly AONB):** One of 46 areas within England, Wales and Northern Ireland safeguarded in the national interest for its distinctive character and beauty. They are protected under the 1949 National Parks and Access to Countryside Act.

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

**Nature Improvement Areas (NIAs):** NIAs are areas where partners are working together to restore, enhance and connect wildlife habitats.

**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.

**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 and 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.

**Strategic Flood Risk Assessment (SFRA):** A SFRA is part of the evidence base for the Local Plan and collates information on all known sources of flooding that may affect existing or future development within our area. Such sources include tidal, river, surface water (local drainage), sewers and groundwater.

**Strategic Housing and Economic Land Availability Assessment (SHELAA):** Part of the evidence base for the Local Plan which sets out what land could be available and suitable for housing and employment.

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

**Sustainable Drainage Systems:** Offer a more natural approach to managing drainage systems in and around properties and developments than traditional drainage systems. They are designed to temporarily store water during storm events, reduce peak flows and reduce surface water runoff, by mimicking the natural cycle of water management by retaining water where it lands.