



# WYRE LOCAL PLAN TO 2031

## Sustainability Appraisal Report

### Non-Technical Summary

AUGUST 2017

Incorporating

**EC HARRIS**  
BUILT ASSET  
CONSULTANCY



# CONTENTS

ABBREVIATIONS .....	ii
1 INTRODUCTION .....	1
2 WHAT IS SA?.....	1
3 DRAFT LOCAL PLAN STRATEGIC POLICIES AND LAND ALLOCATIONS .....	1
4 SCOPE OF THE SA .....	2
5 KEY SUSTAINABILITY ISSUES .....	2
6 SA FRAMEWORK .....	6
7 ASSESSMENT OF THE DRAFT LOCAL PLAN .....	8
7.1 Assessment of the Draft Local Plan Alternative Spatial Options .....	8
7.2 Assessment of the Draft Local Plan Land Allocations .....	11
7.3 Assessment of the Draft Local Plan Policies.....	17
8 CUMULATIVE EFFECTS .....	20
9 MONITORING.....	20
10 NEXT STEPS.....	20

## Abbreviations

<b>AA</b>	<b>Appropriate Assessment</b>
<b>AAP</b>	<b>Area Action Plan</b>
<b>AMR</b>	<b>Annual Monitoring Report</b>
<b>AONB</b>	<b>Area of Outstanding Natural Beauty</b>
<b>AQMA</b>	<b>Air Quality Management Area</b>
<b>BAP</b>	<b>Biodiversity Action Plan</b>
<b>BHS</b>	<b>Biological Heritage Site</b>
<b>cSAC</b>	<b>Candidate Special Area of Conservation</b>
<b>DCLG</b>	<b>Department of Communities and Local Government</b>
<b>DPD</b>	<b>Development Plan Document</b>
<b>FZ</b>	<b>Flood Zone</b>
<b>HRA</b>	<b>Habitats Regulations Assessment</b>
<b>IMD</b>	<b>Index of Multiple Deprivation</b>
<b>LA</b>	<b>Land Allocation</b>
<b>NPPF</b>	<b>National Planning Policy Framework</b>
<b>NPPG</b>	<b>National Planning Policy Guidance</b>
<b>NTS</b>	<b>Non-Technical Summary</b>
<b>pSPA</b>	<b>Potential Special Protection Area</b>
<b>RIGS</b>	<b>Regionally Important Geological/Geomorphological Site</b>
<b>SA</b>	<b>Sustainability Appraisal</b>
<b>SAC</b>	<b>Special Area of Conservation</b>
<b>SCI</b>	<b>Sites of Community Importance</b>
<b>SCS</b>	<b>Sustainable Community Strategy</b>
<b>SEA</b>	<b>Strategic Environmental Assessment</b>
<b>SPA</b>	<b>Special Protection Area</b>
<b>SSSI</b>	<b>Site of Special Scientific Interest</b>
<b>SuDS</b>	<b>Sustainable (urban) Drainage System</b>

## 1 INTRODUCTION

This Non-Technical Summary has been prepared to accompany the combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) (hereafter referred to as SA) prepared for the emerging Local Plan to 2031 (hereinafter referred to as the 'Local Plan') for Wyre Borough Council.

The new Local Plan is scheduled for adoption in 2018 and will replace the existing Wyre Local Plan that was adopted in July 1999 and the Fleetwood -Thornton Area Action Plan that was adopted in 2009.

The potential impacts of the Local Plan have been assessed in accordance with requirements of the UK SEA regulations. The SA process, its outcomes and recommendations are reported in the main SA Report of which this report is a summary.

This document is the Non-Technical Summary (NTS) of the SA Report. It outlines in plain English the process that has been followed, beginning with scoping, which sets out the context, evidence base (or "baseline") and proposed method for the assessment, and culminating in submission of the SA Report for consultation, as well as setting out key findings of the assessment.

The Local Plan, SA Report and this NTS will be made available for comment during the public consultation.

## 2 WHAT IS SA?

SA is a process for assessing social, economic and environmental impacts of a plan and aims to ensure that sustainable development is at the heart of the plan-making process.

It is a legal requirement that a Local Plan is subject to SA; this is set out in the Town and Country Planning (Local Planning), England Regulations 2012. Guidance stipulates that the SA must comply with the requirements of the SEA Regulations, which transpose the SEA Directive into UK law.

SEA is a systematic process for evaluating the environmental consequences of plans and programmes to ensure that environmental issues are integrated and assessed at the earliest opportunity in the decision-making process.

It is possible to combine the processes of SEA and SA because they share a number of similarities.

The guidance which requires that SA and SEA be conducted as a combined process (i.e. a process which assesses social, economic and environmental effects) is that published by the UK Government. Whilst there are formalised approaches for both SA and SEA, only SEA has a legal obligation to perform certain activities.

## 3 DRAFT LOCAL PLAN STRATEGIC POLICIES AND LAND ALLOCATIONS

Wyre Borough Council is located within the County of Lancashire (refer to Figure 1) and the Council is preparing a new Local Plan which will provide a planning and development strategy to guide future development in Wyre up to 2031. The Local Plan sets out the strategic vision, local plan objectives and the development strategy for the borough.

The Local Plan also includes land allocations which identify land which meets development needs and protects sites important for their environmental, social or economic importance.

Figure 1 Overview map of the Lancashire County district



## 4 SCOPE OF THE SA

The SA process commenced in the summer of 2014 with a Scoping Study which set the scope and level of detail of the SA. In summer 2015, an SA of the Local Plan Issues and Options was undertaken which appraised the emerging vision and objectives and draft development and policy area options.

The geographical scope of the SA has been driven by the geographical scope of the Local Plan i.e. the Wyre borough. For the allocations within the Local Plan, the SA considered the spatial extent of their likely impacts. In some cases, the impacts were local to the site and in others were predicted to be more wide-ranging.

The Local Plan is intended to cover a 20-year period, and so the timescale reflected in the SA is 2011 – 2031. If there are likely to be any sustainability effects of the Local Plan that would last longer than this, these have also been considered.

## 5 KEY SUSTAINABILITY ISSUES

To enable a robust assessment of the Local Plan, information was collected to understand the existing conditions and characteristics of the borough. This included aspects such as population dynamics, levels of deprivation, health, environmental resources, employment patterns and the condition of housing stock and its affordability.

The baseline information was then used as the basis for identifying key sustainability issues in the borough.

Table 1 presents the key issues that were identified during the review of baseline information.

Table 1 Key Sustainability Issues

Topic	Summary
Population	<ul style="list-style-type: none"> <li>▪ The borough has a large elderly and aging population with lower levels of young people remaining in the borough.</li> <li>▪ Access to services within the urban areas of the borough is relatively good. However, access to services in the rural areas of the borough is more of an issue particularly for elderly residents.</li> <li>▪ Availability of health care provision, in particular, is likely to be an issue for elderly residents in some settlements.</li> <li>▪ There are potential challenges that could arise in the future relating to the type and tenure of housing provision on offer in the borough.</li> </ul>
Education and Qualifications	<ul style="list-style-type: none"> <li>▪ Educational attainment in the borough is good compared to county, regional and national levels and should be maintained although there are some concentrations of poor attainment.</li> <li>▪ There is a lower than average number of people attaining level 3 and level 4 qualifications in the borough which may have implications for the type of employment developing in the borough now and in the future. This could also deter inward investment into the borough.</li> <li>▪ Work-based learning opportunities should be developed to minimise the number of 16-18 year olds not in education or employment training and increase levels of attainment of qualifications.</li> <li>▪ Opportunities should be sought to promote the borough's colleges.</li> </ul>
Health	<ul style="list-style-type: none"> <li>▪ Health in the borough is generally below national and regional levels with even poorer levels of health identified in five of Wyre's wards (Jubilee, Mount, Pharos, Rossall and Warren).</li> <li>▪ Access to doctor's surgeries and dentists within the rural areas is more limited and could be improved. This is particularly important for the borough's elderly population.</li> <li>▪ There are opportunities to further promote access to outdoor recreational pursuits in open areas to benefit the health of the local population, particularly within the Forest of Bowland.</li> <li>▪ Opportunities should be sought to achieve the Council's targets for outdoor sport provision across Wyre borough.</li> <li>▪ There are also opportunities to further promote walking and cycling across the borough.</li> </ul>
Crime	<ul style="list-style-type: none"> <li>▪ Wyre has low crime levels compared to other parts of Lancashire and has fallen in recent years. Opportunities should be sought to improve crime levels further.</li> <li>▪ While incidents of crime are relatively low, there are issues associated with the perception of juvenile nuisance and anti-social behaviour and further work is needed to reduce such problems.</li> <li>▪ Violence against a person is the biggest proportion of offences within Wyre.</li> <li>▪ Pharos is the only ward in the borough with a Lower Super Output Area (LSOA) in the 20% most deprived for crime deprivation, located within Fleetwood.</li> </ul>
Water	<ul style="list-style-type: none"> <li>▪ Water quality across the borough is generally good, however, it is important that these levels are maintained and improved where possible.</li> <li>▪ Areas at risk from flooding should be protected from development that would increase that risk. New developments should be encouraged to use Sustainable Drainage Systems (SuDS) to manage runoff and further reduce flood risk.</li> <li>▪ New developments and households within the borough should also be encouraged to minimise water use and to re-use rainwater where possible i.e. grey water recycling systems and rain water harvesting.</li> <li>▪ There may be opportunities to further improve bathing water quality at both Cleveleys and Fleetwood to 'Excellent'.</li> </ul>
Soil and Land Quality	<ul style="list-style-type: none"> <li>▪ Where previously developed sites exist, the aim should be to continue to remediate and re-use them, although this decision should be made on a site-by-site basis as some brownfield sites may now have developed significant biodiversity interests.</li> <li>▪ Wyre borough comprises of large areas of 'the best and most versatile agricultural land'. This land should be protected from inappropriate development.</li> <li>▪ The borough contains important geological resources such as Local Geological Sites and Sites of Special Scientific Interest (SSSIs) which should be protected from inappropriate development and opportunities to raise awareness of geological designations and resources should be pursued where possible.</li> <li>▪ Wyre borough has a large area of previously developed vacant land when compared to other</li> </ul>

Topic	Summary
	Lancashire areas.
Air Quality	<ul style="list-style-type: none"> <li>▪ In general terms air quality in the borough is very good although there is one Air Quality Management Area (AQMA) identified in Wyre located in Poulton-le-Fylde (designated for nitrogen dioxide (NO<sub>2</sub>) exceedances).</li> <li>▪ Opportunities should be sought to reduce road traffic and promote sustainable transport use to further improve air quality.</li> <li>▪ Opportunities should also be sought to improve air quality within the borough and in particular within the designated AQMA (or not make it any worse).</li> <li>▪ There may be opportunities to reduce travel and distances between homes and employment sites.</li> </ul>
Energy and Climate Change	<ul style="list-style-type: none"> <li>▪ Reducing the carbon footprint through energy conservation and efficiency and the promotion of renewable energy sources should be a priority for the borough.</li> <li>▪ New developments should be encouraged to include sustainable design principles.</li> <li>▪ Due care must be given to the preservation of biodiversity, landscape and heritage resources when identifying sites for renewable energy projects.</li> <li>▪ More effective ways of working should be encouraged in Wyre.</li> <li>▪ Reducing transport on the borough's roads and encouraging more sustainable modes of transport would contribute to reducing the effects of climate change.</li> <li>▪ Total carbon dioxide (CO<sub>2</sub>) emissions in Wyre are lower than Lancashire and UK averages however, the Council should seek opportunities to reduce emissions further.</li> <li>▪ The use of optional building regulation standards should be encouraged.</li> </ul>
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> <li>▪ There are large areas with a high quality natural and biodiverse environments in the borough, which should be preserved and enhanced.</li> <li>▪ Wyre is home to the following Natura 2000 sites including The Bowland Fells SPA, Morecambe Bay and Duddon SPA and The Morecambe Bay SPA, SAC and Ramsar site.</li> <li>▪ The high quality of the environment provides opportunity to develop recreation and tourism in the borough, although care should be taken to ensure that development is appropriate and does not adversely affect biodiversity resources.</li> <li>▪ There are opportunities for the condition of SSSIs to be improved and opportunities should be sought to deliver biodiversity enhancements where possible, for example by improving the connectivity between designated sites and areas of open space.</li> <li>▪ Opportunities should be sought to promote land management schemes where possible as these can lead to a number of environmental benefits and enhancements.</li> <li>▪ A strategic approach should be adopted to the planning and provision of green infrastructure. This has benefits for wildlife, recreation, health and well-being and climate change adaptation.</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>▪ Opportunities should be sought to improve heritage assets listed on Historic England 'At Risk' Register.</li> <li>▪ Cultural heritage features should be appropriately conserved and enhanced where appropriate.</li> <li>▪ Heritage risks can be reduced by good land management, or by informed planning policies and decisions that take full account of the national importance of historic sites.</li> <li>▪ In addition to protecting statutory sites it is important to ensure that the wider historic landscape is protected and also non-designated heritage and archaeological resources.</li> <li>▪ Wyre borough has a good tourism potential due to the quality of its natural environment which is complemented in many cases by cultural heritage resources.</li> <li>▪ Many of the borough's towns and villages have a distinctive character that should be protected and enhanced.</li> <li>▪ New developments should be designed to a high quality. Today's new development is tomorrow's heritage asset.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>▪ A proportion of the borough is designated as an Area of Outstanding Natural Beauty (AONB) which reflects the high-quality landscape of the borough. It also provides opportunities for further developing tourist activity within the borough.</li> <li>▪ It is important for landscape character and quality to be maintained and where possible restored and enhanced.</li> <li>▪ The borough's high quality landscape is an important resource for attracting visitors and enhancing</li> </ul>

Topic	Summary
	<p>the quality of life for residents.</p> <ul style="list-style-type: none"> <li>▪ In addition to considering the wider strategic preservation of the borough's landscape, opportunities should be sought to enhance design and landscaping at the local level to improve the quality of the local environment.</li> </ul>
Minerals and Waste	<ul style="list-style-type: none"> <li>▪ The major strategic landfill site is located on Jameson Road approximately 2km south of Fleetwood town centre.</li> <li>▪ Opportunities should be sought to further improve composting and recycling performance where this is possible through the Local Plan.</li> <li>▪ Opportunities should be sought to reduce the rate of fly tipping in the borough through the Local Plan.</li> <li>▪ Sustainable sourcing and waste management principles should be promoted for all new developments that occur in the borough.</li> <li>▪ Wyre borough is home to two quarries.</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>▪ It is necessary to conserve and enhance public rights of way and access to open space and green infrastructure.</li> <li>▪ Opportunities should be sought to reduce dependence on the private car and increase public transport use and other sustainable modes of transport such as walking and cycling. The borough has the potential to offer excellent cycling networks.</li> <li>▪ Opportunities where possible should be encouraged to reinstate railway lines, particularly the disused line from Poulton to Fleetwood.</li> <li>▪ It will be important to ensure that any new employment sites can be easily accessed by public transport.</li> <li>▪ The use of ICT in the borough should be promoted to increase the competitiveness of local businesses and to help reduce problems associated with rural isolation.</li> <li>▪ Even with poor road and rail connections within the borough out-commuting by the resident population occurs on a daily basis for employment reasons. Improving Wyre's transport connections with the surrounding authorities could help to encourage inward investment but could also enable the borough's residents to commute more easily to neighbouring authorities for employment purposes. Leading to a greater leakage of skills and also daily spending from the borough.</li> </ul>
Economy	<ul style="list-style-type: none"> <li>▪ Historically, the borough has suffered from an insufficient local labour supply and many younger people have left Wyre, resulting in businesses being forced to employ workers from outside of the immediate area. This then results in commuting issues as many of the businesses, particularly those in more rural areas, are not on public transport routes.</li> <li>▪ The economic slowdown has affected most parts of the UK and there is a need to ensure that the impacts on residents are reduced and that future needs continue to be met. Diversification of the employment market and provision of attractive employment and business opportunities will be central to this.</li> <li>▪ Transport and accessibility also acts as a barrier to growth in the borough, due to the difficulty of reaching the M55 or M6 from locations such as Fleetwood and Thornton.</li> <li>▪ The high proportion of those employed within the public administration and low proportion of those employed within the financial sector.</li> <li>▪ There are further opportunities to capitalise upon the borough's environmental and cultural assets and to develop the tourist industry.</li> <li>▪ Those claiming job seekers allowance within Wyre borough is well below the regional and national averages.</li> <li>▪ Wyre has five wards identified in the 2007 Index of Multiple Deprivation (IMD) as being in the bottom 10% nationally for employment deprivation. These are located within Fleetwood and Thornton – Cleveleys.</li> <li>▪ Ensure that opportunities for 'greening' the local economy are explored and appropriate business development is encouraged (including local energy, waste, and low carbon economic opportunities).</li> </ul>
Deprivation and Living Environment	<ul style="list-style-type: none"> <li>▪ Many areas of rural Wyre portray low to moderate levels of deprivation with higher levels concentrated in the inner urban areas, notably Fleetwood. However, owing to its rural nature there are issues associated with access to services and facilities which largely affect the wards in the east of the borough, particularly with regard to barriers to housing.</li> </ul>



Topic	Summary
	<ul style="list-style-type: none"> <li>▪ Fleetwood has the only wards in Wyre with wards in the bottom 10% nationally for income deprivation and living environment deprivation.</li> <li>▪ There will be long-term challenges associated with the localised closure of facilities such as post offices. Maintaining and ensuring access to other centres and facilities in the borough will be particularly important.</li> <li>▪ Engaging with local residents and making sure that they feel the Council keeps them well informed will be essential in creating vibrant communities.</li> <li>▪ There may be scope in the future to more actively involve the local community in decision-making which will also enable the Council to understand the needs and desires of the residents which in the long-term could help contribute to the establishment of more sustainable communities.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>▪ There is a shortage of affordable housing in Wyre borough.</li> <li>▪ Opportunities should be sought where possible to prevent the increase of repossessions in the borough, however, this could be due to today's current economic situation.</li> <li>▪ There is a need to provide for the housing needs of the younger sectors of society, to retain the younger workforce in the area.</li> <li>▪ The Local Plan must include appropriate policies regarding the provision of affordable housing. The issue of homelessness must also continue to be effectively addressed.</li> </ul>

## 6 SA FRAMEWORK

Table 2 contains the SA Objectives which form the basis of the assessment stage framework – they were developed through a review of plans, programmes and environmental objectives, baseline data, key issues and opportunities (noted in Section 5), and the outcomes of consultation on the SA scope. It is against these objectives that the Local Plan strategic policies, options and allocations were assessed. Each SA Objective is supported by a set of sub-objectives which help to establish the scope / 'boundaries' of that objective.

*Table 2 SA Framework*

SA Objective and Sub-Objectives
<b>1. To reduce crime, disorder and fear of crime</b>
<ul style="list-style-type: none"> <li>To reduce levels of crime</li> <li>To reduce the fear of crime</li> <li>To reduce levels of anti-social behaviour</li> <li>To reduce alcohol and substance misuse</li> <li>To encourage safety by design</li> </ul>
<b>2. To improve levels of educational attainment for all age groups and all sectors of society</b>
<ul style="list-style-type: none"> <li>To increase levels of participation and attainment in education for all members of society</li> <li>To improve access to and involvement in lifelong learning opportunities</li> <li>To improve the provision of education and training facilities</li> </ul>
<b>3. To improve physical and mental health and wellbeing for all and reduce health inequalities</b>
<ul style="list-style-type: none"> <li>To improve access to health and social care services especially in isolated areas</li> <li>To reduce health inequalities amongst different groups in the community</li> <li>To promote healthy lifestyles</li> <li>Encourage the development of strong, cohesive communities</li> </ul>
<b>4. To ensure housing provision meets local needs</b>
<ul style="list-style-type: none"> <li>Ensure that there is sufficient housing to meet identified needs in all areas</li> </ul>

<b>SA Objective and Sub-Objectives</b>
<p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>
<b>5. To improve sustainable access to basic goods, services and amenities for all groups</b>
<p>Ensure that public transport services meet people's needs</p> <p>Ensure that highways infrastructure meets people's needs (including walking and cycling routes)</p> <p>Promote the use of sustainable travel modes and reduce dependence on the private car</p> <p>Improve access to cultural and recreational facilities</p> <p>Maintain and improve access to essential services and facilities, including in rural areas</p> <p>Improve access to open space</p> <p>Conserve and enhance opportunities for public access to the countryside and coast</p>
<b>6. To encourage sustainable economic growth, inclusion and business development across the borough</b>
<p>To diversify the economy</p> <p>To diversify and increase employment opportunities</p> <p>To encourage economic growth</p> <p>To encourage new business formation and inward investment</p> <p>To encourage sustainable tourism</p> <p>To reduce levels of unemployment in areas most at need</p> <p>Improve household earnings</p> <p>To encourage sustainable farm diversification</p>
<b>7. To deliver urban renaissance</b>
<p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p> <p>Promote adjacency of employment, recreation and residential areas in urban areas</p> <p>Support the preservation and / or development of a high quality built environment</p> <p>Protect and enhance townscape character and quality</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p> <p>Enhance the reputation of urban areas as places to live, work and visit</p>
<b>8. To protect and enhance biodiversity</b>
<p>Protect and enhance designated sites of nature conservation importance</p> <p>Protect and enhance wildlife especially rare and protected species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p> <p>Protect and enhance soils (including best and most versatile soils) and geodiversity</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p>
<b>9. To protect and enhance the borough's landscape and townscape character and quality</b>
<p>To protect and enhance landscape character and quality</p> <p>To protect and enhance townscape character and quality</p> <p>To promote sensitive design in development</p> <p>To promote local distinctiveness</p>

SA Objective and Sub-Objectives
<p>To minimise noise pollution</p> <p>To minimise light pollution</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p>
10. To protect and enhance the cultural heritage resource
<p>To protect and enhance historic buildings and sites and their setting</p> <p>To protect and enhance historic landscape/townscape value</p>
11. To protect and enhance the quality of water features and resources and reduce the risk of flooding
<p>To protect and enhance ground and surface water quality</p> <p>To protect and enhance coastal waters</p> <p>Encourage sustainable use of water resources</p> <p>Encourage the inclusion of flood mitigation measures such as SuDs</p> <p>Reduce and manage flooding</p>
12. To limit and adapt to climate change
<p>To reduce greenhouse gas emissions</p> <p>To require the inclusion of SuDS in new development</p> <p>To reduce the demand for energy and increase energy efficiency</p> <p>To increase the use of renewable energy</p> <p>To reduce CO<sub>2</sub> emissions from the transport sector</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p>
13. To protect and improve air quality
<p>To protect and improve local air quality</p>
14. To ensure sustainable use of natural resources
<p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate and available</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>

## 7 ASSESSMENT OF THE DRAFT LOCAL PLAN

### 7.1 Assessment of the Draft Local Plan Alternative Spatial Options

#### **7.1.1 SA of Alternative Spatial Options: SA of Three Proposed Locations to Accommodate Additional Growth – Issues & Options (2015)**

In 2015, an Issues and Options Consultation Document was consulted upon. This presented a number of strategic options for the spatial distribution of new development. These are summarised below:

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

This option would continue to focus the majority of new development on the main urban towns on the Fylde Coast Peninsula with the remainder of new development being split between settlements on the A6 Corridor, including Garstang, Catterall, Bilsborrow, Bowgreave and Barton, and other defined rural settlements. This focus on the Fylde Coast Peninsula is comparable to the approach taken in the Core Strategy Preferred Options report.

## **Option 2 – A6 Corridor Focus**

Option 2 would direct a greater proportion of new development to the A6 Corridor in the settlements of Garstang, Catterall, Bilsborrow, Bowgreave and Barton. This focus on the A6 Corridor would concentrate development in a part of the Borough with existing services and facilities and with good accessibility to the motorway network. It would also provide the opportunity to capitalise on the proximity of this part of the Borough to the North Preston Growth Area which would offer opportunities for sustainable growth.

## **Option 3 – Dispersal**

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 area, but this option would result in less development taking place in this part of the Borough than under Spatial Option 1.

Each of the options was appraised against the SA Framework objectives. A summary explanation of this is presented in the sections below and is structured around social, economic and environmental effects to aid the summary.

### **7.1.2 Commentary on Social Effects of Options**

It is likely that Option 1 would lead to the need for new services and facilities including primary schools in the area, potentially within Poulton-le-Fylde and Thornton. This would benefit the social SA Objectives as it would improve access to services along with the provision of new education facilities in the area.

Development in this location would also benefit from existing good connectivity to public transport provision which would benefit the social SA Objectives. Crime levels are higher on the peninsula than anywhere else in the Borough and most notably within Fleetwood. Therefore, focussing development within the main urban areas may improve safety and improve natural surveillance. However, the creation of new housing where there was previously none may also provide a new target for crime.

As per Option 1, it is likely that Option 2 would lead to the need for new services and facilities including primary schools in the area. Again, this would benefit the social SA Objectives as it would improve access to services along with the provision of new education facilities in the area.

It is likely that Option 3 would lead to opportunities to help retain families along with younger people within more rural areas. Moderate development on the peninsula may also offer benefits to living environment deprivation, however, not to the same extent as Option 1.

### **Potential Mitigation Considerations**

No mitigation is proposed at this stage. Detailed mitigation measures can be developed if the options is taken further.

### **7.1.3 Commentary on Economic Effects of Options**

Option 1's focus of development within the urban peninsula would also enable residents to be close and well connected to employment centres such as the Hillhouse International Business Park in Thornton along with being close and well connected to employment outside the Borough i.e. Blackpool. This in the long term may help to reduce elevated levels of unemployment in Fleetwood as residents would be able to make the most of existing sustainable infrastructure to access employment.

Option 2 would encourage employment development on identified sites along the A6 corridor which would enable residents to be close and well connected to employment along with being close and well connected to employment outside the Borough i.e. taking advantage of the North Preston Growth Area. This in the long term may help to encourage sustainable economic growth. However, there remains an element of risk regarding a leakage of skills outside the Borough due to the links to the motorway i.e. more skilled workers could easily seek employment in Preston which may affect economic growth in Wyre.

Option 3 would result in more employment development in rural locations. Employment would most likely comprise small scale business and serve local need only, which may help to encourage more sustainable rural communities.

## Potential Mitigation Considerations

No mitigation is proposed at this stage. Detailed mitigation measures can be developed if the options is taken further.

### 7.1.4 Commentary on Environmental Effects of Options

For Option 1, there is the potential for Greenfield / Green Belt land to be functionally linked to the nearby Morecambe SPA and Ramsar site and Bowland Fells SPA. In addition, an increase in population may also increase recreational pressure at the European sites. There are also a number of Biological Heritage Sites (BHSs) located on the peninsula along with areas of open space which potentially may be required for development. Loss of these habitats could potentially lead to adverse effects on protected species and habitats. Conversely there would be opportunities to create new green infrastructure and areas of open space that could benefit local biodiversity within new development. However, on balance effects on biodiversity have been assessed as negative with low levels of certainty.

Option 2 would require the release of Greenfield and agricultural sites. There is the potential for this land to be functionally linked to both the nearby Morecambe SPA and Ramsar site and Bowland Fells SPA. Although the sites around the A6 corridor are not designated or BHSs this does not rule out that the Greenfield / agricultural land earmarked for development are not functionally linked to the SPAs and Ramsar site. In addition (as per Option 1 and 3), an increase in population may also increase recreational pressure at the European sites. Development may also lead to adverse effects on protected species and habitats. Conversely there would be opportunities to create new green infrastructure and areas of open space that could benefit local biodiversity within new development. However, on balance effects on biodiversity have been assessed as negative with low levels of certainty. There is the potential for new development under Option 2 to impact upon non-designated local landscapes and townscapes. In addition to the character of listed buildings and the Conservation Area at Garstang and views from the Bowland Fells AONB may also be affected.

Option 3 would also require the removal of Greenfield land in the countryside on the edge of rural settlements which may adversely affect protected species and habitats. Again as, per Options 1 and 2, there is the potential for these sites to be functionally linked to both the nearby Morecambe SPA and Ramsar site and Bowland Fells SPA (albeit with a lesser certainty than Option 1). There are also a number of BHSs and areas of open space across the borough which may be lost through anticipated development and growth - Loss of these habitats may lead to adverse effects on protected species and habitats. Conversely there would be opportunities to create new green infrastructure and areas of open space that could benefit local biodiversity within new development. However, on balance effects on biodiversity have been assessed as negative with low levels of certainty.

## Potential Mitigation Considerations

For all Options, opportunities (as far as the plan can do so) should be sought to promote the use of recycled and secondary materials in construction, reduce the proportion of waste landfilled and increase the proportion of waste recycling and re-use.

New development, regardless of the preferred option, should be required to comply with safety by design principles through policies within the Local Plan. This would ensure opportunities for crime are minimised. However, crime is more of an issue for Option 1 than Options 2 and 3. Therefore this recommendation would benefit Option 1 to a greater extent than Options 2 and 3.

It should be ensured that new development does not lead to any significant adverse effects on the Borough's European Sites i.e. does not affect the integrity of the sites or species for which they are designated for. All three options should be considered as part of the HRA Screening process.

Opportunities should be sought to incorporate multifunctional green infrastructure / green corridors into new development such as new areas of open/green space, cycle ways, footpaths, recreational areas, etc. This recommendation would benefit Option 1 to a greater extent than Options 2 and 3 as Option 1 could lead to the removal of a large amount of greenspace within/adjacent to an urban area.

For all Options, new development provides opportunities for high quality design which incorporates landscaping. This recommendation would ensure new development contributes towards the enhancement of local landscapes. This may be more beneficial to Options 2 and 3 as they seek to focus growth within more sensitive rural areas.

New development should incorporate measures to reduce flood risk and surface water run-off, i.e. through the use of SuDS, and the need to demonstrate better than Greenfield run-off rates. These recommendations would be particularly important if Option 1 is taken forward as much of the peninsula lies within Flood Zone 3. It would be of lesser importance to Option 2 as large areas of the A6 corridor lie outside the floodplain.

Opportunities to improve the offer of sustainable modes of transport within the Borough should be encouraged. This would be particularly important if Option 3 is taken forward as the rural public transport offer may not be able to cope with levels of rural growth proposed.

The SA reported that there is a risk to buried archaeological remains as a result of development anticipated on undeveloped land. This could be mitigated at the project level through undertaking desk-based studies / field assessments to mitigate potential impacts. This would be slightly less of a problem for Option 1 than options 2 and 3 as it provides for some development on previously developed land.

### 7.1.5 Reasons for choosing preferred option

Following consultation on the three options, consideration of the consultation responses and in light of emerging evidence, the council has developed a hybrid option as its preferred approach. The hybrid option reflects the strengths of the three options proposed in the Issues and Options document including the findings of the Sustainability Appraisal, whilst also reflecting that the council's requirement could not be fully met by one single option due to infrastructure constraints associated with highways capacity and flood risk.

## 7.2 Assessment of the Draft Local Plan Land Allocations

The Draft Local Plan includes 40 land allocations and 37 rejected alternative land allocations which have been individually assessed to determine their sustainability performance and to provide recommendations for sustainability improvements (detailed site appraisal sheets can be found in Appendix F of the SA Report). The results of the site assessments have been split into a settlement hierarchy of which is outlined by the SP1 – Development Strategy Policy in the Local Plan - shown in Table 3, below.

Table 3 Hierarchy of settlements in Wyre

Hierarchy	Settlement(s)
Urban Towns	Fleetwood, Poulton-le-Fylde, Cleveleys, Thornton, Normoss
Key Service Centres	Garstang
Rural Service Centres	Knott End, Great Eccleston, Hambleton, Catterall
Main Rural Settlements	Bilsborrow, Pilling, Barton, St. Michaels-on-Wyre, Bowgreave, Inskip, Stalmine, Forton, Pressall, Scorton
Small Rural Settlements	Cabus, Churchtown/Kirkland, Hollins Lane, Calder Vale, Out Rawcliffe, Dolphinholme (Lower)
Other Undefined Rural Settlements	Winmarleigh

### 7.2.1 Preferred Land Allocations

#### 7.2.1.1 Urban Towns

As identified in the Draft Local Plan, allocations are proposed in the Urban Towns of Fleetwood, Poulton-le-Fylde and Thornton, the key sustainability effects of these allocations can also be found below.

### **Key potential positive sustainability effects**

- Cumulatively the proposals in Fleetwood, Poulton-le-Fylde and Thornton would contribute significantly to meeting the borough's housing needs.
- All allocations in the relevant areas are located close to existing health and education services and sustainable transport provisions in the area are strong also resulting in a likely increase in accessibility to basic goods and services and improvement in access for residents to local cultural and recreational facilities.
- The developments in this area include a significant contribution to employment land and promotes proximity between homes and jobs which are accessible by public transport. Redevelopment of the Fleetwood Dock and Marina and Hillhouse Enterprise Zone may also benefit the local economy through providing increased job opportunities as well as potentially attracting inward investment into the area. With such a large number of employment opportunities being proposed through the Local Plan economic growth would also see a likely increase. The employment sites proposed are also accessible from areas of high employment deprivation in the borough so may also help to reduce unemployment levels in the local area.
- Development in the identified areas would also utilise a significant amount of brownfield land which is most notably close by to the Conservation Area of Fleetwood therefore providing opportunities to improve the local landscape and townscape of this area whilst maintaining the heritage of the Conservation Area.
- A number of allocations utilise brownfield land which may also provide opportunities to reduce crime levels in the area through the replacement of disused or derelict structures and land that may otherwise be a target for crime.

### **Key potential negative sustainability effects and mitigation**

- Allocations that require the uptake of greenfield land could become a new target for crime as land that previously been disused or used for agriculture is being replaced with housing or employment uses likely increasing opportunities of crime. It is recommended that Secured by Design methods are utilised for all developments in an attempt to minimise these risks.
- Proposed number of dwellings is relatively large and could place pressure on existing schools, health care facilities and essential amenities. In order to reduce pressure on these facilities it is recommended that new facilities be included in the developments as appropriate to meet new demand.
- The significant amount of greenfield land being lost to accommodate the development could have the potential to result in significant adverse effects on the local landscape of the areas and could also result in adverse impacts on local heritage assets most notably close by to the Conservation Area of Fleetwood therefore providing opportunities to improve the local landscape and townscape of this area whilst maintaining the heritage of the Conservation Area. It is recommended that sensitive design methods are employed and a significant amount of Green Infrastructure is included in the development design.
- The loss of a large amount of greenfield land could also have impacts on local biodiversity through the loss of habitats. A network of green corridors is recommended particularly for the larger developments at this stage in order to maintain habitat connectivity and consequently retain local biodiversity levels. Due to their close proximity to the Wyre Estuary SPA/SAC/SSSI/Ramsar site, Fleetwood Dock and Marina and Hillhouse Enterprise Zone could all potentially have adverse effects on biodiversity through disturbance to species during construction and operational stages. A number of bespoke mitigation options set out within the Appropriate Assessment (AA) for the Fleetwood – Thornton Area Action Plan (AAP) are relevant to these sites in relation to increased disturbance, these are set out in further detail in Section 5.2.1.1 Urban Towns of the SA Report.
- A number of sites in the identified settlements are also located within Flood Zone 2 (FZ2) (medium risk) and/or Flood Zone 3 (FZ3) (high risk). Most notably the Fleetwood Dock and Marina allocation is and it is recommended that an FRA should be carried out for these sites and SuDS included in the development design. The areas that are at high risk of flooding should also avoid being developed where possible.
- Although all settlements are easily accessible via public transport, an increase in vehicle traffic is still expected. This will increase emissions to air and may adversely affect air quality. However, an increased focus on sustainable travel planning could help to avoid or reduce this impact.
- All development would increase waste production, recycling schemes should be strongly promoted.

- The potential for developments to reduce energy use and maximise energy efficiency is unknown at this stage of the appraisal however it considered that all developments would increase energy consumption. It is recommended that opportunities to maximise energy efficiency and reduce energy consumption are explored and preferably used in conjunction with renewable energies where possible.

### 7.2.1.2 Key Service Centres

As identified in the Draft Local Plan, allocations are proposed in the Key Service Centre of Garstang, the key sustainability effects of these allocations can also be found below.

#### **Key potential positive sustainability effects**

- Cumulatively the proposals in Garstang would make a major contribution to meeting the Borough's housing needs.
- The allocations are located close to existing health and education services and sustainable transport provisions in the area are strong. This would result in a likely increase in accessibility to basic goods and services and improved access for residents to local cultural and recreational facilities.
- The development in this area includes contributions to employment land and it promotes proximity between homes and jobs which are accessible by public transport. Employment sites in the area will benefit the local economy through providing increased job opportunities and job accessibility as well as increasing the potential to attract inward investment into the area all of which is likely to bring about local economic growth.

#### **Key potential negative sustainability effects and mitigation**

- All sites proposed in Garstang are greenfield sites and therefore would result in a significant amount of greenfield land being lost consequently increasing the demand and subsequent use of natural resources. Where possible the reuse of materials and/or the use of recycled materials during construction should also be strongly promoted.
- 'South of Kepple Lane' falls within FZ2 and/or FZ3. It is recommended that an FRA should be carried out for the site and SuDS included in the development design. The areas that are at high risk of flooding should also avoid being developed where possible.
- The amount of greenfield land being lost to accommodate the proposed developments could have the potential to result in adverse effects on the local landscape and could also result in adverse impacts on local heritage assets. It is recommended that sensitive design methods are employed and a significant amount of green infrastructure is included in the development design.
- Development is likely to increase the use of the private car which has the potential to increase local emissions to air therefore having a negative effect on local air quality and potentially health. On the other hand, increased sustainable transport provisions could go some way to offsetting these emissions.
- The loss of a large amount of greenfield land could also have impacts on local biodiversity through the loss of habitats. Furthermore, the majority of sites proposed in Garstang are either adjacent or in close proximity to a BHS potentially resulting in negative effects on this local designation. A network of green corridors is recommended particularly for the larger developments at this stage in order to maintain habitat connectivity and consequently retain local biodiversity levels. Appropriate ecological survey and site-based mitigation measures are also encouraged.
- The large number of residential dwellings proposed in the area could result in pressure being placed on local health and educational facilities as well as basic amenities and services. It is recommended that further facilities are included in order to mitigate any potential negative effects that development may bring about.
- All development would increase waste production - recycling schemes should be strongly promoted.
- The potential for developments to reduce energy use and maximise energy efficiency is unknown at this stage of the appraisal however it considered that all developments would increase energy consumption. It is recommended that opportunities to maximise energy efficiency and reduce energy consumption are explored and preferably used in conjunction with renewable energies where possible.



### 7.2.1.3 Rural Service Centres

As identified in the Draft Local Plan, allocations are proposed in the Rural Service Centres of Catterall, Great Ecclestone and Hambleton, the key sustainability effects of these allocations can also be found below.

#### **Key potential positive sustainability effects**

- Cumulatively the proposals in Catterall, Great Ecclestone and Hambleton would make a significant contribution to meeting the Borough's rural housing needs.
- All allocations in the relevant areas are located close to existing health and education services and sustainable transport provisions in the area are strong also resulting in a likely increase in accessibility to basic goods and services and also improve access for residents to local cultural and recreational facilities.
- Developments in Catterall and Great Ecclestone include a relatively large employment land contribution and promotes proximity between homes and jobs which are accessible by public transport. If development of the Brockholes Industrial Estate Extension were to go ahead it would likely bring economic benefits to the area through providing increased job opportunities and increased inward investment into the area. With such a large number of employment opportunities being proposed through the Local Plan for the areas identified, economic growth is expected to increase.

#### **Key potential negative sustainability effects and mitigation**

- All sites proposed in the identified settlements are greenfield sites and therefore would result in a significant amount of greenfield land being lost consequently increasing the demand and subsequent use of natural resources. Where possible the reuse of materials and/or the use of recycled materials during construction should also be strongly promoted.
- A number of sites in Catterall fall within FZ2. It is recommended that an FRA should be carried out for the site and SuDS included in the development design.
- The amount of greenfield land being lost to accommodate the proposed developments could have the potential to result in significant adverse effects on the local landscape and could also result in adverse impacts on local heritage assets, particularly 'Land West of Great Ecclestone' which is adjacent to a Scheduled Monument. It is recommended that sensitive design methods are employed and a significant amount of Green Infrastructure is included in the development design. Heritage impact assessments should be encouraged where a development may affect a heritage asset or its setting and mitigation proposed as a result.
- Development is likely to increase the use of the private car in these areas which has the potential to increase local emissions to air therefore having a negative effect on local air quality and potentially health. On the other hand, increased sustainable transport provisions could go some way to reducing local emissions.
- The loss of a large amount of greenfield land could also have impacts on local biodiversity through the loss of habitats. Furthermore, the majority of sites identified are in close proximity to a BHS potentially resulting in negative effects on this local designation. A network of green corridors is recommended particularly for the larger developments at this stage in order to maintain habitat connectivity and consequently retain local biodiversity levels. Appropriate ecological survey and site-based mitigation measures are also encouraged.
- The large number of residential dwellings proposed in the area could result in a significant amount of pressure being placed on local health and educational facilities as well as basic amenities and services. It is recommended that further facilities are included in development in order to mitigate any potential negative effects that development may bring about.
- All development would increase waste production - recycling schemes should be strongly promoted.
- The potential for developments to reduce energy use and maximise energy efficiency is unknown at this stage of the appraisal, however, it is considered that all developments would increase energy consumption. It is recommended that opportunities to maximise energy efficiency and reduce energy consumption are explored and preferably used in conjunction with renewable energies where possible.

#### 7.2.1.4 Main Rural Settlements

As identified in the Draft Local plan, allocations are proposed in the Main Rural Settlements of Barton, Bilsborrow, Bowgreave, Forton, Inskip, Pilling, Preesall Hill and Stalmine; the key sustainability effects of these allocations can also be found below.

##### **Key potential positive sustainability effects**

- Cumulatively the residential allocations identified in Barton, Bowgreave, Forton, Inskip, Pilling and Stalmine would make a major contribution to meeting the borough's housing needs.
- The allocations in Bowgreave are all located close to existing health services potentially resulting in positive effects on health and wellbeing in this area. All allocations identified are located close to existing educational facilities and sustainable transport provisions in the area are strong also resulting in a likely increase in accessibility to basic goods and services and also improve access for residents to local cultural and recreational facilities.
- The small employment allocations in the areas of Forton and Preesall Hill would potentially increase job opportunities and job accessibility in these areas and also have the potential to attract increased inward investment into the area.

##### **Key potential negative sustainability effects and mitigation**

- All but one of the sites identified are greenfield sites and therefore would result in a significant amount of greenfield land being lost consequently increasing the demand and subsequent use of natural resources. Where possible the reuse of materials and/or the use of recycled materials during construction should also be strongly promoted.
- 'North of Garstang Road', Pilling is within FZ3. It is recommended that an FRA should be carried out for the site and SuDS included in the development design. The areas that are at high risk of flooding should also avoid being developed where possible.
- The amount of greenfield land being lost to accommodate the proposed developments could have the potential to result in significant adverse effects on the local landscape of the areas and could also result in adverse impacts on local heritage assets. It is recommended that sensitive design methods are employed and a significant amount of Green Infrastructure is included in the development design.
- Development is likely to significantly increase the use of the private car which has the potential to increase local emissions to air therefore having a negative effect on local air quality and potentially health. On the other hand, increased sustainable transport provisions could go some way to reducing local emissions.
- The loss of a large amount of greenfield land could also have impacts on local biodiversity through the loss of habitats. Furthermore, sites in Bowgreave and Inskip are in close proximity to BHS designations potentially resulting in negative effects on this local designation. A network of green corridors is recommended particularly for the larger developments at this stage in order to maintain habitat connectivity and consequently retain local biodiversity levels.
- All allocations, other than those located in Bowgreave, are located over 4km away from any existing health care facilities potentially resulting in negative effects on health and wellbeing in this area. The lack of health care facilities in these areas may result in the nearest facilities being put under pressure and unable to deal with demand. It is recommended that sustainable transport provisions to the nearest facilities are strengthened and consideration should be given to new health care facilities which are included in the development.
- The large number of residential dwellings proposed in the area could result in a significant amount pressure being placed on local health and educational facilities as well as basic amenities and services. It is recommended that further facilities are included in development in order to mitigate any potential negative effects that development may bring about.
- All development would increase waste production, recycling schemes should be strongly promoted.
- The potential for developments to reduce energy use and maximise energy efficiency is unknown at this stage of the appraisal however it considered that all developments would increase energy consumption. It is recommended that opportunities to maximise energy efficiency and reduce energy consumption are explored and preferably used in conjunction with renewable energies where possible.

### 7.2.1.5 Small Rural Settlements & Other Rural Settlements

As identified in the Draft Local Plan, allocations are proposed in the Small Rural Settlements of Hollins Lane and Out Rawcliffe; the key sustainability effects of these allocations can also be found below.

#### Key potential positive sustainability effects

- Cumulatively, the residential allocations in Hollins Lane would make a proportionate contribute towards meeting the Borough's rural housing needs.
- The employment allocation in Out Rawcliffe would have a potentially positive effect on the local economy through providing increased job opportunities whilst also increasing opportunities for inward investment into the area.
- The employment allocation in Out Rawcliffe utilises a small amount of brownfield land, therefore providing opportunities to improve the landscape and townscape of the respective areas through the replacement or redevelopment of disused or derelict buildings and/or land. The use of natural resources would also be minimised, furthermore it is recommended that during construction, materials from existing structures are reused or recycled in order to reduce demand for raw materials.

#### Key potential negative sustainability effects and mitigation

- The proposed allocations would result in a small amount of greenfield land being lost which could have the potential to result in adverse effects on the local landscape of the areas and could also result in adverse impacts on local heritage assets although these effects are unlikely to be significant. It is recommended that sensitive design methods are employed and a significant amount of green infrastructure is included in the development design.
- Development in these areas is likely to significantly increase the use of the private car particularly at peak times for employment allocations. This has the potential to increase local emissions to air therefore having a negative effect on local air quality and potentially health. On the other hand, increased sustainable transport provisions could go some way to reducing local emissions.
- The loss of greenfield land could also have impacts on local biodiversity through the loss of habitats. A network of green corridors is recommended particularly for the larger developments at this stage in order to maintain habitat connectivity and consequently retain local biodiversity levels. Appropriate ecological survey and site-based mitigation measures are also encouraged.
- The residential allocations in Hollins Lane are located over 4km away from any existing health care facilities. With this in mind, it is recommended that sustainable transport provisions in the area are strengthened in order to increase accessibility to the nearest health care facilities.
- All development would increase waste production, recycling schemes should be strongly promoted.
- The potential for developments to reduce energy use and maximise energy efficiency is unknown at this stage of the appraisal however it considered that all developments would increase energy consumption. It is recommended that opportunities to maximise energy efficiency and reduce energy consumption are explored and preferably used in conjunction with renewable energies where possible.

### 7.2.2 Rejected Alternative Sites

It is a requirement of the SEA Directive that alternatives sites are assessed and, therefore, the alternative options considered by Wyre Council were assessed using the SA Framework. The purpose of the assessment being to determine the sustainability strengths and weaknesses of each option such that this information can be used by the plan-makers to inform their decision to select the preferred options. Detailed individual site assessment sheets of the rejected alternative sites can be found in Appendix G of the SA Report.

37 alternative allocations were considered by the Council and subsequently rejected due to a highway capacity limit being in place for all the settlements included within the alternative site assessment. The sites considered were deemed the least sequentially preferable of the proposed allocations. These sites are therefore not allocated in the Local Plan.

## **7.3 Assessment of the Draft Local Plan Policies**

### **7.3.1 Crime**

New development resulting from policies including SP1 Strategic Development, HP1 Housing Land Supply and EP1 Employment Land Supply cumulatively has the potential to result in new targets for crime, however through mitigating policies such as Policy CDMP3 Design, careful design of development can contribute towards creating secure environments and reducing opportunities for crime. The core development management policies would contribute towards reducing crime levels and encouraging safety by design as they seek to ensure road safety, vehicular safety, cycle and pedestrian access within development as well as providing enhancement with relation to environmental assets, including, in particular, green infrastructure, all of which will contribute towards reducing levels of crime and anti-social behaviour.

### **7.3.2 Education**

The SA has considered that without mitigating Local Plan (or other) policy, there is potential for development within the borough (notably Policy HP1) to bring existing schools or other educational facilities over capacity, which could in turn affect educational attainment levels. However, mitigating against this potential, Policy SP1 outlines that development will support the provision of key infrastructure and services, and similarly, Policy SP7 seeks to support infrastructure-related development subject to other policies within the Local Plan. Such contributions could include educational facilities, this could potentially benefit existing schools, and the service provided to existing residents in the long-term such as by funding new classrooms built to a better standard or with modern facilities. In addition to policy requirements, the inclusion of individual development briefs for each relevant allocation within the Local Plan will support infrastructure provision required to deliver the sites, such as new schools or school extensions. Furthermore, new housing and employment sites may also bring regeneration benefits, particularly in the areas of Fleetwood and Thornton that exhibit the highest levels of education and skills deprivation.

### **7.3.3 Health**

New development resulting from policies SP1, EP1 and HP1 will result in an increased number of residents in particular areas within the borough which, in turn and without mitigation, can put pressure on the capacity of key services and facilities, such as GPs, other healthcare facilities, open space / play areas etc. However, mitigating against this potential, Policy SP1 outlines that development will support the provision of key infrastructure and services, and similarly, Policy SP7 seeks to support infrastructure-related development subject to other policies within the Local Plan. These services are expected to include healthcare facilities as appropriate. Physical and mental health and wellbeing could be supported through development that seeks to promote healthy communities and maximises opportunities to improve quality of life (Policies SP8, SP2 and SP7). The delivery of green infrastructure in residential developments through policy HP9 can contribute indirectly to improving local residents' well-being through provision of open space, parks or play facilities, which can promote healthy lifestyles. Policies CDMP1, CDMP3 and CDMP4 each would positively contribute towards protecting human health and promoting healthy lifestyles through ensuring development does not lead to significant adverse effects on health; incorporating open space into design and enhancing and maintaining the functionality of green infrastructure.

### **7.3.4 Housing**

Provision for housing within Wyre through the housing policies HP1-HP10 will help to meet housing needs for all sections of the community, including provision for affordable housing in settlement areas of identified need, appropriate housing mix in terms of size, type and tenure to meet local market demand and new sites for travelling showpeople that help to meet needs of all community members.

### **7.3.5 Access**

The provision of key infrastructure and services as well as improvements to infrastructure through policies SP7, CDMP4 and CDMP6 within the borough will help to ensure that the infrastructure needs of the residents are met as well as helping to maintain and improve access to essential services and facilities. The delivery of sustainable communities through Policy SP2 will directly help to support the objective in ensuring that sustainable access is prioritised and the need for private cars is reduced. Policies EP8 and EP11 would support the SA Objective as they seek to maintain and enhance access to recreational facilities.

There are issues associated with access to services and facilities in rural areas, largely affect the wards in the east of the borough and Policy CDMP6 could be strengthened further by including reference to improving sustainable access within rural areas linked to Policy EP11.

### **7.3.6 Economic Growth and Urban Renaissance**

A number of the policies will contribute towards the delivery of economic growth and urban renaissance within the borough. The strategic policies would offer benefits to the SA Objective by raising economic performance through provision of land supply for business development, key infrastructure and services and quality of place. Core development management policies such as high quality design (CDMP3); improved accessibility and transport links (CDMP6); protection and enhancement of the functionality and interconnectivity of green infrastructure (CDMP4); protection of the historic environment (CDMP5) as well as the development of new housing across the borough, each have the potential to protect and enhance townscape character and quality, support the preservation and development of a high quality built environment, as well as to improve access within urban areas.

The economic growth policies would contribute towards the delivery of economic growth and urban renaissance through the provision of employment use land, helping to enhance the reputation of urban areas by promoting thriving local communities, improving access within urban areas as well as supporting the protection of rural facilities and enhancing the diversity of recreational opportunities and visitor attractions in rural areas.

### **7.3.7 Biodiversity**

A number of policies including SP1, SP4, SP7, CDMP6, the housing policies and EP1 in particular would lead to new development which has the potential to lead to losses of habitat or negative impacts upon habits and wildlife especially rare and protected species. There are, however, policies in place which would support biodiversity enhancement and protection against inappropriate development. The provision of green infrastructure would be supported through policies HP9, CDM4 and SP8 which could offer indirect benefits to biodiversity. Policy SP2 acknowledges that in order to deliver sustainable communities through the Local Plan, policies and proposals should seek to protect and enhance biodiversity.

Wind turbine development through Policy EP12 could have the potential to affect biodiversity, however, the policy does state that where necessary a scheme can be agreed relating to the removal of wind farms or turbines at the end of design life and restoration of the site which could help to support biodiversity. In addition, the Policy also states that proposals must meet the requirement of the Core Development Management policies such as Policy CDMP4 which includes reference to the protection, enhancement and management of the borough's biodiversity.

### **7.3.8 Landscape and Townscape**

Without mitigation, new development associated with a number of policies including SP1, SP4, HP1, EP1 and EP12 could have a negative impact upon landscape and townscape. Policy SP4 in particular, notes that development could be permitted in line with the renewable energy Policy EP12 and development such as wind farms where permitted without due consideration could detract from the open nature and character of the countryside landscape.

Mitigating policies SP2, CDMP1, CDMP3 and CDMP4 and SP5 will help to protect and enhance landscape character and quality, protect and enhance townscape character and quality, promote sensitive design in development, promote local distinctiveness, minimise noise and light pollution and promote the development of multi-functional green infrastructure in urban areas.

### **7.3.9 Cultural Heritage**

Without appropriate development consideration and implementation, new development associated with a number of policies including SP1, SP4, HP1 and EP1 could have a negative impact upon cultural heritage features and their setting. Policy CDMP5 directly contributes towards achieving the SA Objective as it aims for heritage assets to be protected, conserved and where appropriate enhanced for its aesthetic and cultural value and its contribution to local distinctiveness and sense of place. High standards of design also tie in with Policy CDMP3, seeking developments to be designed appropriately within their local areas; and Policy SP2 achieving high quality designed local environments, all of which will help to protect and enhance cultural heritage.

### **7.3.10 Water**

New development associated with a number of the policies including SP1, HP1 and EP1 will result in increased use of water resources through construction and operational uses. Policies SP2, CDMP2 and CDMP4 would help to protect and enhance water quality features through measures including flood prevention and sustainable drainage; requiring development to demonstrate that it would not lead to increased flood risk and protecting the water quality of existing water resources. Policy EP12 would raise flood risk awareness in relation to wind energy proposals.

### **7.3.11 Climate Change**

Ultimately the presence of new development associated with a number of the policies including SP1, HP1 and EP1 will cumulatively result in increased use and demand for resources which have the potential to have negative impacts upon climate change, such as increased number of cars and associated greenhouse gas emissions. However, the following policies would benefit climate change adaptation:

- Policy SP2 seeks development proposals to respond to the challenge of climate change by making the best use of resources and assets
- The support of infrastructure related development through Policy SP7 could include adaptive measures such as sustainable drainage and flood prevention
- Through Policy CDMP4, contributions such as the creation of physical and functional connections with neighbouring green infrastructure sites would support a move towards climate change adaptation.

Policies SP2 and CDMP3 could be strengthened by incorporating reference to energy efficiency in design as well as meeting building regulations and standards such as the voluntary Home Quality Mark sustainability standard for homes and the optional Building Regulations.

### **7.3.12 Air Quality**

The presence of new development associated with a number of the policies including SP1, HP1 and EP1 could result in an increased number of cars, associated traffic and emissions to air (including greenhouse gas emissions). Mitigating policies will however help to lessen negative effects upon air quality. This would be achieved through policies such as Policy CDMP1 which makes a direct reference to proposals demonstrating that they would not result in the deterioration of air quality in a defined Air Quality Management Area; Policy SP2, seeking to ensure that places are accessible, minimising the need to travel; and policies SP2 and CDMP6 which would enable the provision of sustainable transport measures.

### **7.3.13 Natural Resources**

Both the construction and operational phases of development associated with policies including SP1, HP1, EP1 and CDMP6 will require the use of materials and natural resources which will produce waste. Whilst new development possesses the capability to achieve all of the SA Sub Objectives, there is likely to be a net negative impact of using raw materials and production of waste for disposal.

Policy SP2 contributes towards ensuring the sustainable use of natural resources as it seeks development proposals to demonstrate how they make the best use of resources and assets, including the incorporation of water and energy efficiency measures through construction and operational phases and the reuse and recycling in construction both in the selection of materials and management of residual waste.

Policy CDMP3 would contribute to the appropriate management of waste as it seeks to ensure that adequate provision be made in all new developments to enable the effective and efficient management and removal of domestic or commercial waste.

Policy SP3 Green Belt is primarily concerned with Green Belt and preserving its openness and could help to promote the reuse of buildings which could indirectly contribute towards reducing the consumption of raw materials. Similar benefits would also apply through the reuse or refurbishment of listed buildings or institutional buildings and associated buildings through policy SP4.

## 8 CUMULATIVE EFFECTS

The SEA Directive requires that the assessment includes identification of cumulative and synergistic effects (where the combined effects are greater than the sum of their component parts). The cumulative effects of the Draft Local Plan are summarised in Section 5.3 of the SA Report.

## 9 MONITORING

The SEA Regulations require that the plan is monitored to test the actual significant effects of implementing the plan against those predicted through the assessment. This process helps to ensure that any unforeseen, undesirable environmental effects are identified and remedial action is implemented accordingly. Likewise, it is beneficial to check that the effects (including beneficial ones) occur as predicted by the SA.

Based on the assessment conducted on the options and identification of potential significant environmental effects, a monitoring framework has been constructed, this can be found in Section 6.3 of the Draft Local Plan SA Report. Monitoring will be undertaken following adoption of the Local Plan.

Monitoring is an ongoing process integral to the plan's implementation and can be used to:

- Determine the performance of the plan and its contribution to objectives and targets;
- Identify the performance of mitigation measures;
- Fill data gaps identified earlier in the SA process;
- Identify undesirable sustainability effects; and
- Confirm whether sustainability predictions were accurate.

## 10 NEXT STEPS

This Non-Technical Summary along with the SA Report will be issued for consultation alongside the Publication Version of the Draft Local Plan to all key stakeholders (including statutory consultees and the public) for comment. Following the close of the consultation period, Wyre Borough Council will review the feedback and revise the plan as appropriate for Submission to the Secretary of State.

If you would like to comment on the SA, please contact:

**Planning Policy,**

**Wyre Council,**

**Civic Centre,**

**Breck Road,**

**Poulton-le-Fylde,**

**FY6 7PU.**

E-mail: [planning.policy@wyre.gov.uk](mailto:planning.policy@wyre.gov.uk)