

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7a

Issues and Options 2015 Consultation – General Responses

ID	Option	Matters raised
14	Option 3	Object there is a need for more housing in Garstang and Bonds for the following reasons. Garstang is a small market town and does not need to grow. Greenbelt should remain. A main argument is the need for affordable houses but houses being offered are luxury 4 bedroom. Further housing will put strain on infrastructure. Object to development at Bonds as it offers attractive landscape. Object to Sites IO_100, IO_101 and IO_102, flooding, wildlife, poor access, road safety and narrow roads. Object to Option 3 the least as it will stimulate rural villages in a sustainable way and avoids extensive over development of Garstang.
17		Sites IO_89, IO_90 and IO_91 Scorton has already seen many changes. The existing infrastructure is under pressure. The roads and low bridges etc. were made to cope with levels years ago. The proposals will add to the problems. How can occupants access doctors chemists, dentist etc. Scorton has no bus service. Can the school cope. Higher value housing will bring more vehicles and traffic already struggling. No car park in Scorton, so cars park on pavement making pedestrians walk in road which is dangerous. Sewage plant struggling in past so more housing will cause problems. There is a lack of facilities in Scorton.
18		Housing should be developed on brownfield sites instead of greenfield sites. Need to build secure accommodation for elderly people. All new developments should include a mini-style supermarket and if possible health facilities. New or renovated properties to have gardens not paved areas – to assist with drainage. Areas should be made available for both the elderly and younger people and include age-appropriate sports provision and club-house type of facility. Increase the number of allotments. Waste land between Fleetwood Docks and the rear of the sewerage treatment plant could be used – as a location for the extraction of methane gas from the land fill site to turn a turbine and create electricity; as a location for small businesses and recycling units. The tidal Wyre Estuary could be used to generate electricity from a propeller arrangement set within the waters.
22		Land put forward to be considered as part of the Greenbelt Review.
26		Against proposals in Scorton as people suffer from sickness. If home are developed then it won't be peaceful.
28		Scorton - Any development would need to give priority consideration to the school as the school has been at or nearly at capacity over the last 5 years. Investment would be required if the community was to increase in size.
29	Option 3	Option 3. School currently has capacity. If the school was to grow, an additional classroom would be required. It is unclear what the impact will have on the population of primary school children. From a schooling point of view Option 3 is best as most rural schools have some capacity. Access to school is very poor and Castle Lane is narrow. Object to development on Castle Lane - IO_100, IO_101. IO_102. Over development in the Garstang area will lead to problems unless infrastructure changes including roads and welfare facilities are not addressed.
58		Scorton - Not against a small development but proposed areas are too large for a village constrained by the motorway and railway bridges.

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		<p>In the lasts 10 years, 20 new homes and flats have been built, more than surrounding villages and this has tested the infrastructure for the following reasons:</p> <ol style="list-style-type: none"> 1. Constrained roads/access 2. Lack of pavement 3. Scorton is in an AONB 4. Flood risk 5. School capacity full 6. Parking is a problem 7. Sewerage <p>New homes should be refused on these grounds.</p> <p>For new development to take place in the Garstang and Scorton area the following needs to be addressed:</p> <p>Doctors surgery – lack of parking and appointments difficult. Motorway junction at Garstang. Railway station at Gartsang.</p>
60	None	<p>Forton/Hollins Lane. Reject to all three options. Some sites shown are not available so options need looking at again. Against new building proposed behind Middle Holly. County Councillor has stated A6 considered by Highways Department to have too much traffic.</p>
65		<p>Object to proposals at Scorton. More houses would spoil the character of the village which is a conservation area. More houses would mean more cars on roads which are narrow, dangerous, and hazardous for pedestrians, no footpaths. Sites IO_91 and IO_89 are greenfield sites used for livestock. Site IO_89 is in AONB and a haven for wildlife.</p>
66		<p>Objections against IO_89, IO_90 and IO_91.</p> <p>The A6 is an accident hotspot. Roads leading to Scorton are narrow, blind bends, inc. bridge with 3 tonne max weight limit and rail bridges. Water treatment plant at 95% capacity. School is full, with waiting list. The area is flood plain. Village is a conservation area, adj. AONB. No footpaths on 75% of roads and no car parking. Scorton has expanded 15% over the last few years.</p>
75		<p>Comments in relation to objecting to development on Sites IO_107 and IO_109 for the following reasons:</p> <ul style="list-style-type: none"> • Churchtown is designated a Conservation Area. Development would be in contravention of the Conservation Area which was documented in 2010.

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		<ul style="list-style-type: none"> • Both sites in flood risk areas. Residents of Church Street which borders site IO_107, have suffered many years of flood problems caused by the tributary (Ainspool Creek?). IO_107 lies directly next to a sewerage treatment works and nationally, development is discouraged due to the potential for a social nuisance caused by the works. • St Helens Church, a Grade I listed building, overlooks site IO_107 an development would again change the setting of the Grade I listing building. • Road access is a problem and there has been numerous accidents. <p>On a broader note make the following points:</p> <ul style="list-style-type: none"> • Development in flood risk areas should surely be avoided. St Michaels has had its own significant issues on many occasions. • The lack of any train station between Preston and Lancaster is significant and a train station in Garstang could significantly reduce traffic volumes on the A6. • Bus frequency and costs also needs to be addressed. • Development in rural areas will not address issues in relation to the ageing population. • Garstang area could be an excellent base for tourists. Tourism can generate jobs and bring money into the local economy, however something would be needed to attract tourists (rural camps/hotels/theme park etc).
76	Option 2	<p>Thornton - Objection to Lambs road by many residents. Plans would have a detrimental impact on the peninsula far in excess of the advantages, therefore Option 2 is preferred. Better road structure in Eastern area and would cater more for the needs of the community, i.e. housing, transport and social necessities.</p>
77		<p>Fleetwood/Poulton</p> <p>Sad to see proposals on Greenbelt. Should use PDL first. Empty/derelict housing should be compulsory purchased to accommodate families. Greatest obstacle is lack of investment on highways. Lack of suitable road links is ignored in the 'disadvantages' in option 1&2. An over-riding requirement would be improved roads and links to the M55/M6. Lack of railway and wider use of trams is not mentioned either. Developments around Freeport area should have been apartments, similar to Salford Quays. This cause concern regarding the Vision. A lot of new residents don't work and go straight to the top of housing waiting lists. Are these the sort of young people you are encouraging to come here? Perhaps develop or locate Gypsies/travellers at the Civic Centre offices and move to Norcross because the council has been trying to re-locate Gypsies/travellers at Poulton for years.</p>
86		<p>Welcome developments that have a positive effect on my business. These include:</p> <ul style="list-style-type: none"> • Increased localised population through housing which is decent quality and sympathetic to local area. • Population of a professional demographic • Infrastructure alongside housing, i.e. doctors, dentists, schools.

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		<p>Development not welcomed:</p> <ul style="list-style-type: none"> • Commercial developments put strain on high street traders. Garstang already has four supermarkets and rumours of a fifth. <p>A key issue is infrastructure of a transportation/commuting nature. Reopening a train station would be good for the following reasons:</p> <ul style="list-style-type: none"> • Help solve road congestion • Link up Garstang with rest of country • Parking is an issue in Garstang • Green solution of travel, possible funding • Structure pretty much already there so cost minimal compared to other rail projects. <p>Redevelopment of infrastructure in Nice (France) a good example.</p>
93		<p>Object to proposals in Churchtown. The village is on eof the oldest in Wyre. Includes Grade I listed buildings and a conservation area. The 2010 Conservation Appraisal and Management Plan states that the area will be protected from inappropriate development. The proposed developments will have a detrimental impact on the area. One of the sites has already been refused. The same site is adj. water treatment/sewage plant and DEFRA have produced ‘Code of Practice on Odour Nuisance from Sewage Treatment Works’.</p> <p>The sites are also shown in Flood Zone 3 which is further evidence sites are unsuitable. Sites near the proposed sites flooded in June 2012, in parts approx. 45cm deep.</p> <p>Other problems; access, children crossing A586, traffic exceeds 30 mph limit, impact on the visual amenity of 25 of the 76 dwellings in Churchtown, no employment, lack of infrastructure and amenities, add noise and air pollution, increased traffic. They are greenfield sites.</p>
95	Option 1 or 2	<p>Suggest Option 1 or 2. Option 3 suggests Inskip would quadruple in size and there is a lack of infrastructure to support it. Great Eccleston is the nearest for services. Even if services are included in development the road infrastructure is not suited. LCC refused fracking sites because of traffic concerns and these developments would increase traffic. Due to large commutes, it makes sense to develop where road infrastructure is in place.</p>
99		<p>Thornton - Concerns regarding proposals at Lambs Hill and Raikes Road. It has reached saturation. The roads struggle with the volume of traffic. Schools are stretched. Road safety is a concern for cyclists. An alternative should be considered, maybe Garstang has more need than Thornton.</p> <p>The planning committee decision on Wed 5/8/15 to refuse planning permission for development on Lamb’s Road and Raikes Road on the basis of encroachment into countryside represents sites IO_26, IO_27 and IO_28 are not suitable for development. The land designation should change to Greenbelt.</p>
104	Option 1	<p>Recommend Option 1. The area has substantial roads and amenities that are able to support additional housing.</p>

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105	Option 2	<p>Option 2. Good roads infrastructure is an essential component that underpins economic development, as well as supporting social activity, and that the commercial vehicle industry provides crucial support to businesses, residents and the public sector. A well maintained and integrated transport network is essential if the area is to thrive economically and socially encouraging business inward investment and helping residents to access employment opportunities. This means that ensuring that the local transport infrastructure is able to support both existing and future development must be a high priority.</p> <p>Road capacity issues are a particular constraint on development at certain locations on the A585 and the A6 corridors at particular times of the day and would therefore suggest that a commitment by the council of resources aimed at improving the roads infrastructure of the Wyre district is now due. Favour enhancing and extending existing road infrastructure which is likely to make the achievement of local plan goals more realistic.</p> <p>Option 2 is preferred because the scheme directs a greater proportion of new development towards the A6 corridor, which would concentrate development near parts of Wyre with existing services and facilities and with good accessibility to the motorway network. Also close proximity of this part of the borough to the North Preston Growth Area.</p> <p>Prepared to support Option 1 which would focus the majority of new development on the main urban towns on the Fylde Coast Peninsula. However, using and enhancing the existing major road network would best guarantee the efficient operation of haulage fleets, so Option 2, which takes this approach, is preferred to Option 1.</p> <p>Reservations about Option unless local or national authorities committed sufficient resources to the building or upgrading of roads infrastructure connecting small developments in a large number of rural settlements, the maximum social and economic benefits of development will not be realised, because hauliers will be forced to use unsuitable roads to provide services to residents and businesses, and congestion might increase. We suggest that Option 3 would also encourage traffic growth in rural areas, given the limited public transport options available to residents.</p> <p>Regards to the Strategic Objectives for Wyre, without good transport infrastructure it may not be possible to achieve all of the Strategic Objectives.</p> <p>A number of issues of particular importance to the road haulage industry which will need to be taken into consideration as the Local Plan develops; parking and loading, good road signage, congestion, air quality and emissions, quiet deliveries, road safety, segregated cycling infrastructure, intelligent transport systems and urban traffic management control.</p>
107		<p>Object to potential sites in Barton.</p> <p>The village already suffers from the high levels of traffic along the A6. There are very limited amenities in the village with no general practice, no shop and local primary and secondary schools known to have pressure on places. Unwarranted destruction of the countryside</p>
108		<p>Concerned regarding developments west of the A6 in Barton. Preston CC has already finalised its housing plan and is not allowing any further large-scale development in Barton.</p>

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		<p>These proposed areas on greenfield land will double the size of the village, without providing any further infrastructure to benefit residents, and will cause unacceptable traffic congestion and hazards.</p> <p>There are no food shops apart from an Indian takeaway, there is no doctor or chemist, there are two schools which are currently full, there is limited employment, and the half-hourly bus service is expensive and unreliable.</p> <p>The proposal to develop the “A6 corridor” will produce an area of “urban sprawl” extending from Preston to Garstang.</p> <p>The A6 is dangerous for pedestrians to cross and a notoriously busy road, traffic is frequently at a standstill.</p> <p>Unimaginative estates will spoil the appearance of a village which currently has open views of the Bowland Hills and the Green farmland of the Fylde.</p> <p>Barton residents naturally travel, work, and shop in Preston or Garstang and commute to Greater Manchester and other cities down the A6. Therefore the development plan should direct housing in centres which have communications and facilities within Wyre.</p>
109	Option 3	<p>Cleveleys/Thornton</p> <p>Option 3 is preferred option since it distributes burdens effectively across the borough without excessively compromising the rural nature of the villages. This is only acceptable if the development has the consent of the parish councils.</p> <p>Any development of the peninsula must be parallel to the completion of scheduled improvements to the A585, but also expansion of both school provision and GP provision in the Thornton area. The Council needs to assess the scale of future need, and the gaps in provision, in order to start planning how to fill those gaps now.</p> <p>Concerns at the impact of development regarding sites IO_25 and IO_22. IO_25 is both very small and also in area with a high elderly population. If these two areas are earmarked for housing, this would mean no open green space available for both the existing population and those moving into the area. Far better to retain the Council-owned land north of Bourne Way (IO_22) as a community amenity, which I would urge the Council to do. Concerned about all future housing on these sites given the pressures on both primary healthcare and education supply.</p>
124		<p>Object to IO_31 and IO_33 for the following reasons:</p> <ol style="list-style-type: none"> 1. Increase in traffic on surrounding roads. 2. Impact on wildlife. 3. Visual impact. 4. Adversely affect the character of the neighbourhood. <p>Isn't in keeping with the village feel of the Poulton area. Get the travellers site vacated opposite Puddle Duck Lane and develop a small quality development with no objections.</p>
125		<p>Concerns regarding developments in Barton but could apply to other villages along A6.</p>

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		<ol style="list-style-type: none"> 1. Development would lead to further traffic problems. A6 at full capacity. Speed limit is ignored by many drivers and traffic in and out on to A6 will be dangerous. Barton does not have a zebra crossing or central island for pedestrians. 2. Lack of infrastructure. No doctor, chemist, post office, food shops. School almost at capacity. 3. Barton will lose its identity.
126		See response to 108
127		<p>Object to potential sites in Barton.</p> <p>First the current planning permissions/applications/ Secondly sites IO_130, IO_131 and IO_132 which are all green field sites.</p> <p>If all sites developed, hundreds more homes in Barton. Villagers should have been informed and were only told by the Barton Parish Council.</p> <p>Traffic on A6 is terrible. There is no amenities, shop, dentist or doctor. The bus service is poor with only two buses per hour. Local schools are full. Employment is a matter. Drainage/sewage is a problem. Loss of habitat and varied wildlife. They are supposed to be protected along with native trees. PDL site should be developed first.</p>
128		<p>Object to potential sites in Barton for the following reasons:</p> <ol style="list-style-type: none"> 1) New housing already being developed which will increase village by 20%. 2) The A6 is at capacity and dangerous. Increase access point will make it more hazardous. 3) Local schools at capacity. 4) No local health or shop facilities.
129		<p>Object to site IO_33.</p> <p>The development would increase traffic which are already dangerous. There would be an impact on wildlife. There are currently 2 pairs (at least) of nesting buzzards and protected species of newts inhabiting this area.</p> <p>The development would have a visual impact and negatively affect the character.</p>
130		<p>Object to site IO_33.</p> <p>The roads are already highly congested, there are inadequate shopping facilities, impact on wildlife, and an already oversubscribed local schools problem. With other redevelopments in place in the local areas, there is no justification to continue to build on every open space.</p>
132		<p>Against more developments I Barton. The A6 is at full.</p> <p>Pedestrians will be more at risk as school times cause issues with parking on pavements. Sewerage would be a major problem. There are no medical services in the local area. No shops or post office. Schools have not the capacity for extra pupils.</p>
133		<p>Object to sites IO_33. It will destroy the whole environment. Traffic will increase. It will be an entirely different place we all paid high prices for our homes.</p>

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134		<p>Object to development in Inskip:</p> <ol style="list-style-type: none"> 1. Limit bus service. 2. No shops or amenities. 3. Villagers need cars to visit shops, Doctors, Dentists etc. 4. No emergency services. 5. Recent planning permissions on agricultural land reduced in size due to objections. 6. No demand for additional houses. 7. Local roads are not suitable for increased traffic.
135		<p>Entirely opposed to Option 2, being development along the A6 corridor, for the following reasons:</p> <p>A6 traffic congestion - would not be resolved by simply creating a by-pass for the Broughton area - increased traffic levels would undoubtedly exacerbate the problem.</p> <p>The Garstang area being predominately a hub for rural communities and an area of significant beauty and home to wildlife, stands to lose far more from the proposed development than either the urban area of Poulton or the Coastal Strip.</p> <p>Health facilities in the Garstang area are already stretched to the limit.</p> <p>The centre of Garstang is undoubtedly a visitor attraction due to the historic nature of the market town. The prospect of further development on such a large scale would completely overwhelm the charm of the town and destroy the ancient character of the area.</p> <p>Of greatest significance in terms of heritage is certainly the ruin of Garstang castle which is situated almost immediately adjacent to land earmarked for housing. To build in the field earmarked would be entirely inappropriate; it would hide the castle completely thereby removing from the landscape this important historic site. Attention must be paid to the situation of the castle and its importance to Garstang's heritage. Once developed it would be lost forever.</p> <p>Further development of the Coastal Strip would create renewed vibrancy and further enhance a region which suffered considerable decline during the latter half of the twentieth century. This would surely be good for the local community and encourage the return of much needed economic growth and tourism to that area.</p>
159		<p>Object to plans around Scorton as follows:</p>

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		<ul style="list-style-type: none"> • Road safety, increased traffic, narrow roads, no footpaths in places leading to serious accidents. • Access to the villages from A6 not ideal using single lane bridge and under single lane railway bridge. • Scorton is in an AONB and tourism would be affected. • Increased traffic would affect Scorton as a cycling destination. • The area is in flood plain and would lead to increased flooding. • Loss of prime agricultural land.
160		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • Proposed development would entail an unsustainable enlargement of the village. • Areas not connected to the mains drains. • Flood risk. Unsuitable local roads. • Insufficient capacity at the local school. • Impact on the character of the village. • Loss of prime agricultural land.
164	None	<p>Concern raised about development in Forton for the following reasons:</p> <ul style="list-style-type: none"> • All three options the same for Forton therefore no choice of approach. • IO_84 – includes the village playing field. Land also floods. • IO_85 is prime agricultural land. • Sewers already unable to cope under heavy load from rains – raw sewage spills onto the field behind Bishops House on Whinney Brow. • Already planning approvals increasing the size of the village by 25%.
180		<p>Reasons against extra housing in Scorton</p> <p>Highways</p> <p>1) One major road, no pavement, narrow bridges. No car park and Scorton congested at weekends.</p> <p>Flooding</p> <p>2) Area prone to flooding and building on green areas makes it worse.</p> <p>Infrastructure</p> <p>3) Village short of amenities, no public transport, limited lighting and confusing road signs.</p> <p>Housing</p> <p>4) Scorton has many new houses.</p>
181	None	<p>Objections regarding development in Barton</p>

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		<p>Any proposals in Barton may be regarded to be in conflict with the adopted Preston Local Plan and a threat to proposals in NW Preston.</p> <p>Objections to the development in Barton:</p> <p>Highways</p> <p>1) Traffic on A6 has reached saturation levels. Flow rate prevents traffic and pedestrians crossing road and proposed developments will experience the same.</p> <p>Infrastructure</p> <p>2) Barton possesses no amenities (e.g. doctors etc.). All residents have to travel by car for shops etc. Likely shops will close in Broughton once by-pass is built.</p> <p>Public Transport</p> <p>3) Public transport is restricted and unreliable.</p> <p>Flooding??</p> <p>4) Sewage and drainage a serious problem.</p> <p>Demography</p> <p>5) Increase in population will change its character.</p> <p>Object to all three options and should consider Preston Local Plan.</p>
182		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • The section of the A6 which joins the village is an accident hotspot. • Local road infrastructure constraints – narrow roads and bridges with weight limits. • Risk the safety of cyclists (part of national cycle route) and walkers. • Lack of car parking. • Impact on tourism – development would destroy the character of the village. • Flooding and drainage issues. • School at capacity. • No bus connectivity. • Conservation area and adjacent to the AONB – development would destroy the views and ambience and the character and heritage of the village. • Loss of prime agricultural land.
183		<p>Concern raised about development in Barton for the following reasons:</p> <ul style="list-style-type: none"> • High levels of traffic along the A6 which is at capacity.

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		<ul style="list-style-type: none"> • Limited village amenities. • Vehicles using narrow lanes as “rat-runs”. • Loss of productive agricultural land.
186		<p>Concern raised about development in Barton for the following reasons:</p> <ul style="list-style-type: none"> • High levels of traffic along the A6 which is at capacity- congested. • Station Lane too narrow to cope with additional traffic. Existing congestion. • Schools at capacity. • Drainage system would be unable to cope with additional development.
188		<p>IO_130 and IO_131 (Barton)</p> <ul style="list-style-type: none"> • Access onto the A6 from White Horse Lane is dangerous owing to the close proximity of a bridge over which traffic suddenly appears. • General issue of congestion and high traffic flows along the A6. • Lack of local amenities such as educational and health infrastructure.
192		<p>Regarding Barton and A6 corridor - objects to development - issue of lack of capacity on the A6.</p>
194		<p>Scorton - IO_91 - Additional traffic generated would have an unsustainable impact on the village which does not have the road infrastructure to cope.</p>
200		<p>Barton IO_130 and IO_131</p> <ul style="list-style-type: none"> • White Horse Lane provides access to three dairy farms and 21 dwellings – large agricultural vehicles and others can choke up the lane. • Safety issue – limited and obstructed views on to the A6. • A6 already overloaded. Development will add to congestion.
203		<p>Concern raised about development in Inskip for the following reasons:</p> <ul style="list-style-type: none"> • Potential flood risk is a real threat – e.g. to the rear of gardens on Sunningdale Place. • Concerned about loss of wildlife arising from development. • Already houses for sale in the village – hence no more development required.
204		<p>Poulton-le-Fylde - IO_33</p> <ul style="list-style-type: none"> • Green area that should be Green Belt. • Development would have a significant detrimental impact on wildlife. • Existing issues with heavy traffic along Hardhorn Road. • Brownfield sites should be considered first.

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205		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • The land is Green Belt and within the conservation area. Home to the at risk Hen Harrier. • Insufficient village infrastructure- roads, drainage and schooling. • Properties on market for a long time therefore question the need for more housing. • Impact on the beauty of the village and quality of life for residents.
206		<p>The extent of the proposed development is simply too big for Scorton to support. The roads are narrow and already too much traffic, impacting on safety of older residents and children. Problem that most homes own 2 cars. Want Scorton to remain as an area of outstanding natural beauty. The school is at capacity. Sewage system struggles and there is a risk of flooding behind Station Lane. Scorton is not the correct geographical position for this scale of development.</p>
209		<p>Object to development in Scorton. Is it necessary to build a housing estate in an already conjected area. It is difficult to park in the village. Where is additional traffic going to go? School and local amenities will treble in size. It's not a question of needing houses but Scorton is not the right place. Please consider the impact for the whole area. This development will not only take away the culture, charm and character that belongs in Scorton but destroys community village life.</p>
210	Option 1	<p>Object to Option 2 and particularity development at Barton. The ability of the road network and utilities to cope with growth is key.</p> <p>Sustainability</p> <p>There are no local amenities. Nearest healthcare Garstang and Fulwood. Both primary schools (St Lawrence C of E and St Mary and St Andrews RC) are at capacity adding additional traffic on the road. Both schools have expanded, are sited on narrow roads which are gridlocked at peak times. Cars parked on pavements leading to hazardous situations. Station Lane is winding, narrow with railway bridge and single track canal bridge. Routes being used as a rat run for commuters or when traffic on M6/A6. Extending the primary school would exacerbate this situation. There are no local buses.</p> <p>Road Network and Utilities</p> <p>LCC state the A6 is at capacity. Police are aware of the dangers. New speed warning signs recently installed. Fatalities have occurred. 62 houses under construction leading to approx. 10 additional cars. Additional applications pending. Potentially 200-300 additional vehicles. Proposed controlled T junction is evidence of dangerous road. This is now greatly exacerbated with additional homes. White Horse Lane is very narrow and accesses A6 near railway bridge. Proposed development at Barton Grange Garden Centre (bowling etc.) and Ice Cream Parlour at North Planks will result in increased traffic. Development at Winmarleigh, Nateby, Garstang and Catterall will also impact on traffic. New Broughton bypass will not reduce traffic or increase capacity. Negligible employment opportunities so residents use A6 to travel to work. Issues of drainage and sewage at capacity.</p> <p>Current Development in Barton</p>

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		<p>62 houses with permission and additional houses pending. What evidence is there for additional hoses and in Barton?</p> <p>Environment</p> <p>Paper states ‘Protecting Environment Quality’ and identifies valuing our heritage as key. Wrong to develop greenfield sites. Barton parish is situated in greenfield open countryside and it’s important the area does not become urban sprawl. 72 houses on Gartsang Road rejected by Preston cllrs and senior planning officer stated “unwanted urban sprawl and substantial loss of open tract countryside with homes leading to an unwanted and unplanned intrusion into the countryside”. It also stated “the development would lead to an unplanned and inappropriate expansion of detracting from rural village, which would fail to achieve the economic, social or environmental dimensions to achieving sustainable development”. These sentiments are equally valid for Barton for which Wyre Council is responsible. Impact on air pollution should be taken in to account which has an impact on environment and personal health.</p> <p>Preference - Option 1</p> <p>Urbanized settlements with excellent amenities and employment to sustain population. There is excellent transport infrastructure. Roads have recently been improved and easy access to M55, north Fylde and coastal region of Wyre. Area ideally located for growth and would increase employment benefits for new residents. There is easy by car, bus and tram to work and leisure facilities.</p> <p>Conclusion</p> <p>Development in the parish of Barton would reduce quality of life and unattractive for newcomers with traffic congestions, lack of amenities and lack of employment.</p> <p>Maxi missing recent investment in urban area would provide ease of transport, access to amenities, greater employment, all key to quality of life.</p> <p>Option 1 would maintain character and heritage of rural areas in Wyre whilst meeting strategic objectives of development plans.</p>
212		<p>Scorton needs some new residents. However, the proposed development is too large and would affect the character of the village. The development would impact on roads, sewers, resources and spoil the charm the village offers to visitors.</p>
218		<p>Against amount of housing proposed under option 3 in Inskip due to effect on the village’s:</p> <ul style="list-style-type: none"> • house prices, • character, • way of life, • rural roads, • meagre local services, • facilities, and • public transport.

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220		<p>No mention of Fracking.</p> <p>Conspiracy pressure from developers resulting in inaccurate and overly high projections of required housing.</p> <p>A plentiful supply of affordable housing would attract young people and families to the area.</p> <p>Greenfield sites and greenbelt should not be developed as they prevent sprawl and the joining of towns.</p> <p>Poulton town centre should be pedestrianised and a bypass created on the eastern side using a section proposed in the M55 to Norcross Link road.</p> <p>Suggested 4th Option is given:</p> <ul style="list-style-type: none"> • Build a modern medical centre in Poulton. • Build a maximum of 6,000 houses • Bypass between North Fylde and M6.
225		<p>Concerns over effect of development on the environment, existing population and highways. Highlights that roads are presently unsafe for cycling.</p> <p>Poulton Junction is congested with a mixture of vehicles (incl. HGVs) and unsafe. Waiting times at junction cause drivers to take shortcuts through quiet residential roads which are noisy and a health hazard. B roads through Singleton and Staining and Smithy Lane are at overcapacity. Traffic will inevitably increase in proposed Local Plan</p> <p>Schools are oversubscribed. If existing schools increase in size they will lose their ‘intimate small town feel’.</p> <p>Loss of natural habitats through development on green field sites (incl. buzzards, bats and newts).</p> <p>Poulton’s character and desirability is threatened by development. There are better sites around Poulton for redevelopment (incl. Surrounding the council offices, civic centre, vacant buildings and wastelands).</p> <p>Preference for gentrification and redevelopment over new development and loss of greenfield sites.</p>
226		<p>Strongly against Option 2 due to traffic congestion on A6.</p> <p>Homes in Barton struggle to leave their drive into fast moving or gridlocked traffic. Additional housing will exacerbate existing impacts of Traffic on health (incl. accidents and fatalities).</p> <p>Barton has limited social amenities (incl. No post office or convenience shop). Schools are at capacity and residents have to travel out for health care. GP waiting times are 2 weeks.</p>
251		<p>Against high number of houses proposed to West of A6 Garstang Road. Two major applications have already been approved in Barton.</p> <p>A6 is already too congested for proposed housing. Crossing the A6 is very difficult and unsafe for the elderly and disabled.</p> <p>Lack of amenities and local employment</p>

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ID	Option	Matters raised
252	Option 2	<p>Existing infrastructure will not support new industries. The loss of key former industries (incl. Fishing industry, civil service and ICI) has not been addressed in Plan which will lead to increased numbers of commuters.</p> <p>Development in Thornton, Fleetwood and Peninsular is resulting in loss of green space, habitats and which in turn is causing flooding. Fylde Coast Peninsular is contained by water on three sides, struggles with flooding and traffic leaving the peninsular and, therefore, can't cope with increased development.</p> <p>Option 2 - Preferred</p>
253		<p>Development of all sites in Great Eccleston highlighted (p.51) will result in disproportionate expansion and have a negative impact on the local character.</p> <p>Relocation of Health Centre from Raikes Road to identified sites would be sufficiently major for Great Eccleston.</p> <p>The health centre has a large catchment area. Insufficient parking results in significant congestion. Modern health centre with ample parking is proposed.</p> <p>Fylde and Wyre's Local Plans should not be proposed in isolation.</p>
255		<p>Objection to housing off White Horse Lane, Barton (IO_130/IO_131). Due to poor access and low visibility at railway bridge junction.</p>
256		<p>Barton</p> <p>A6 traffic flow would be exacerbated by proposed housing.</p> <p>Sites are only accessible by White Horse Lane which is single track.</p> <p>Access from White Horse Lane to A6 is already hazardous.</p>
259		<p>Barton - Community impact:</p> <ul style="list-style-type: none"> • Fear over damage to local character, impact upon carbon footprint, construction implications. <p>Lack of demonstrable demand:</p> <ul style="list-style-type: none"> • No self-identified demand for housing • No local jobs <p>Traffic:</p> <ul style="list-style-type: none"> • Issue of congestion on the A6 through Barton northbound toward Garstang and Lancaster and southbound toward Preston. • Junction at Jepps Lane with A6 at Barton is a danger 'hot-spot'. • Congestion is leading to environmental damage. <p>Transport infrastructure:</p> <ul style="list-style-type: none"> • Barton residents cannot catch a bus directly to GPs, dentists or major super markets. Poor bus routes lead to taxi use by school children and older residents. Lack of train stations.

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ID	Option	Matters raised
		<p>Local Employment:</p> <ul style="list-style-type: none"> No significant local employers to support new households. This will add to commuting and associated problems. <p>Barton needs:</p> <ul style="list-style-type: none"> GP/medical centre, dentist's surgeries, pharmacy, general store, school provision and infrastructure to support additional dwellings. <p>Development will increase level of crime and fear of crime and will plague the high number of aged residents.</p>
262		<p>Catterall</p> <p>Fear over loss of character and fields north of Stones Lane on the Garstang Road. Site is identified as the last 'rural open view' in the area and is a local attraction.</p> <p>Catterall Gates Lane regularly floods.</p> <p>Drainage problems on Garstang Road.</p> <p>Proposals will increase volume of traffic along Garstang Road. Substantial traffic on this road combined with narrow pavements is a safety issue, particularly at the end of the school day, accidents already occur.</p> <p>Existing service (incl. Health and education are stretched at present.</p> <p>Jobs will not increase in line with housing.</p> <p>Against building on green space which is used by locals and visitors.</p> <p>Essential services, drainage</p>
265	None	<p>Opposed to all 3 options for development in Scorton.</p> <p>Development has been continuous around Station Lane and the village housing stock has increased by 25%.</p> <p>Development of site IO_91 is disproportionate to size of village and beyond the capacity of existing infrastructure.</p>
273		<p>Against development and proposed housing in the borough. Barton has no amenities. The two primary schools are running over capacity. No GPs, shops. Main road is too congested, particularly when M6 is receiving maintenance. Doctor's surgery at Garstang is over subscribed. High school at Broughton is over subscribed for year 7s by 100 pupils.</p>
274		<p>Scorton is an attractive village on the edge of the AONB and attracts visitors to the area. It is an asset to Lancashire and used in the region's marketing material. The area is internationally important for its upland bird populations which are visible in areas, in and, surrounding IO_89 and IO_90. Although sites 89 & 90 are infill, if they were to be developed it would lead to erosion of the AONB which the Local Plan seeks to enhance.</p> <p>Scorton is a conservation area which current local and national policy seeks to enhance and preserve for future generations. Therefore, housing should be redirected towards Brownfield sites and developed areas.</p>

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ID	Option	Matters raised
		<p>Proposed further builds on top of extensive recent builds are inappropriate as they will destroy the character of the village and deter the 1000s of tourists which come to the visit. Additional businesses would be in competition with existing business or inappropriate for the location. Strategy is therefore self-defeating.</p> <p>Proposed housing will not help population to get on the property ladder due to the high house prices in the area caused by the location. There has been sufficient new builds in the area to attract ‘young blood’. The school is struggling for space. Village infrastructure (incl. Sewers, IT systems, roads and parking, and local services) will not meet higher demand. School site does not have space to expand.</p> <p>Footpaths in village are inadequate for pedestrians forcing them to walk on hazardous roads. Roads will become increasingly dangerous with development on sites IO_89 and IO_90. Due to geography of area, additional road links would be invasive to countryside.</p> <p>Few employment opportunities and services in Scorton will mean that additional households will have to commute outwards. No public transport in Scorton Village means that increase in population will put further pressure on road network. This will also impact upon environment. Travel out of the village will become increasingly difficult and car reliant. Instead the Local Plan should seek to mitigate climate change through promoting sustainable forms of transport.</p> <p>Flood risk:</p> <ul style="list-style-type: none"> • Site IO_89 is often boggy and floods over winter • Bad weather leads to flooding of adjacent roads and roads running in and out of the village • Building on these areas will increase run off and add to villages over stretched sewage system leading to higher house insurance premiums from inevitable floods and related property damage. <p>Development in Scorton goes directly against Point 8: “Locate new development in areas that are accessible and which have a range of services” and Point 10: “... ensuring that development... minimises pollution and flood risk and mitigates against the impact on areas of acknowledged importance”.</p>
277		<p>Against development in Catterall, specifically a greenfield site on Garstang Road due to:</p> <ul style="list-style-type: none"> • Detriment to village’s character, views of countryside and local public footpaths, • Development will impact upon wildlife and centuries old farmland, • Flooding and impacts upon insurance prices,

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ID	Option	Matters raised
		<p>Catterall is already being developed significantly which is increasing traffic on roads and putting pedestrians, cyclists, mobility scooter users and horses at risk.</p> <p>First consideration should be: how will such a development enhance the community? Preference towards preserving the character and views for future generations.</p>
278		<p>Against planning application for Scorton Housing Development:</p> <ul style="list-style-type: none"> • Greenbelt designation on land surrounding village and conservation area status, • Village is home to Hen Harrier, • School has no capacity for additional pupils, • Road network cannot support extra vehicles brought by additional homes, • Exit onto A6 is a known accident hot spot, • One entrance road has a narrow bridge and another runs under a low bridge. Final access road is not conducive to large site vehicles or ongoing use form HGVs, • Lack of parking for existing residents, • Insufficient demand for additional housing in Scorton due to properties being on the market for long periods of time, • Flood risk • Drainage cannot support additional households. The Culvert had been infected requiring residents to be evacuated in the past, • Natural beauty and heritage spots must not be lost to modern housing estates. <p>Proposal does not promote quality of life for existing and new residents if they will be hindered by road safety, flooding, infrastructure issues, lack of education facilities and parking.</p>
279		<p>Request that any idea of creating ‘shared spaces’ are avoided at all costs (incl. The loss of curbs, road surface markings, traffic signs etc). The shared space concept excludes the blind and partially sighted, preventing them from being able to navigate and use local amenities.</p> <p>Further consultation on the matter is welcome.</p>
280		<p>Development of land for housing will erode character and nature of Scorton and have a knock on effect to tourism and quality of life for residents.</p> <p>Scale of proposed areas for development exceed current footprint of village. Contemporary development will change image of village.</p> <p>Release of sites on the edge of rural settlements for housing will undermine historical nature of the village which is a conservation area.</p>

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ID	Option	Matters raised
		<p>Wyre Council has a 2031 ambition to make the visitor economy a key growth sector. Scorton is a gateway to the Forrest of Bowland which attracts many walkers and cyclists on a daily basis. Visitors have supported local businesses which in turn have provided facilities for the local community.</p> <p>Proposed plans may have a negative impact on tourism and transform the character into another busy suburb with traffic problems lacking in charm.</p> <p>Land at risk of flooding.</p>
283		<p>Objection to development of sites IO_108 and IO_109 due to lying within the Churchtown conservation area. The development of the remaining proposed site would adversely affect the setting of the setting of the conservation area and nuclear settlement.</p> <p>The setting of the grade 1 listed church would be endangered and compromised by inclusion in the development plan and is one of only two grade 1 listed buildings in the borough.</p> <p>The sites to the East experiences serious flooding and the land behind the school is a playing field.</p>
287		<p>Beyond the Wyre coastal area business is limited to agriculture and the service industry. Therefore, a large proportion of the housing provision meets commuter needs. Large volumes of traffic are already flowing in and out of the area putting a big demand on roads in domestic areas.</p> <p>Housing and business development needs to be closely associated across geographical boundaries, rather than political ones. If a neighbouring authority were to increase housing provision, then other development should be associated with it. A new road could open up opportunities either side of the boundary.</p> <p>Trunk and rural roads already accommodate many commuters. Road infrastructure is over stretched, particularly at the beginning and end of each working day. The link at Broughton may make an improvement, but a link at Catterall would be of greater benefit.</p> <p>An enhanced M55 link based on the A585 or to the West of it would also improve access to the area.</p> <p>Freedom of movement within Wyre also needs to be created. Transit routes from the A6 to the central and coastal areas are congested and only served by the A586 and significantly restrictive rural/moss roads. This needs improving currently, but will become more important if increased housing and business is created.</p> <p>Not against ‘fracking’ if accompanied with strong environmental controls. Road infrastructure will need improving to support the industry.</p>

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ID	Option	Matters raised
		<p>Railway could open up opportunities for business and domestic use. A new station near Bilsborrow would reduce demand on roads. Myerscough has potential to become a northern agricultural centre for excellence. A previous proposal to create a permanent venue for the Royal Lancashire show, similar to the Yorkshire Showground, would enhance Wyre enormously. There is no specific aspiration in terms of business development in the Plan.</p> <p>Great Eccleston has been overlooked in the proposal and should be supported as a town the Agricultural Show and Traction Engine Competition shows its potential.</p> <p>Housing needs should consider students accommodation needs. These differ from normal domestic properties and should be considered. If carefully developed could enhance tourist trade whilst not in student use. Easy access must link new communities with existing. A leisure centre at Barton Grange would be welcomed.</p> <p>Housing developments must not overlook the needs of residents, i.e. lack of local business and parking provision, leading to congestion and parking on pavements.</p> <p>Residents of ‘affordable housing’ will not be able to reach gainful employment accessible by foot. Communal parking should be incorporated into design.</p> <p>Garstang recycling facility has closed. This leads to further travel and a new facility is needed for items which are not collected by domestic collection.</p> <p>The plan should address the needs of the aging population, i.e. sheltered housing and managed accommodation.</p> <p>Communities need to be strengthened through maintaining and building of new community facilities.</p> <p>Garstang centre and associated parking along the river needs developing but not for housing. Instead it should be rebuilt.</p> <p>Free and cheap short stay parking will increase business from passing trade and visitors.</p> <p>Plan does not give sufficient attention to: land drainage, sewage treatment capacity, electricity, gas connections and security of supply.</p>

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ID	Option	Matters raised
289		<p>Poulton-le-Fylde - IO_33 - Against development of site as mixed use development.</p> <p>Traffic in the area (Highcross/Hardhorn Road) is now gridlocked at peak times. Commuters use Fairfield/Hardhorn Road to avoid Windy Harbour/Singleton traffic lights adding to the congestion.</p> <p>If the council is determined to develop housing, employment and retail in Poulton-le-Fylde then it should be located on Garstang Road East where there is access onto a relatively traffic free 'A' road.</p> <p>How will demand for school places, GPs and other social services be accommodated, if the scheme is allowed to proceed along with development at Fylde School and Lambs Road, Thornton?</p>
291		<p>IO_131, IO_130 and IO_132 - Sites listed should not be considered for development because:</p> <ol style="list-style-type: none"> a. Lack of infrastructure (medical centre and GPs) within the parish to service the needs of residents and the schools. b. A6 corridor is at full capacity and further development will cause further problems for the A6. c. Drainage is also at full capacity.
292		<p>Against development of Scorton Village. Infrastructure will not be able to cope:</p> <ul style="list-style-type: none"> • Schools will have to increase significantly losing valuable outdoor areas and character. • Roads through the village are narrow with single lane pinch points over the River Wyre and under the railway. • The River Wyre is prone to flooding and development would have huge have huge implications on the drainage of the area affecting catchment run off areas and drainage ditched. <p>Additional traffic implications:</p> <ul style="list-style-type: none"> • The two most commonly used exists from the village onto the A6 cannot cope with more traffic and this section of the A6 is one of the accident black spots in Lancashire. • Scorton is on the National Cycling route and is a cycling Mecca, especially on weekends. This would cause severe problems with additional traffic from proposed development. • There is a severe lack of parking in the village particularly at weekends when there is a huge influx of tourists causing traffic flow problems. • The area is popular with walkers and parts of the village have no footpaths adding to dangers brought on by more traffic (Station Lane, Tithebarn Lane, Snowhill Lane, Factory Brow and Bubberford Lane).

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ID	Option	Matters raised
		<p>Scorton Village is a Conservation Area abutting the Forest of Bowland (and AONB) and home to the ‘at risk’ Hen Harrier. Much of the housing stock dates back to the 19th Century and is one of the most beautiful villages in Lancashire. Trebling the size of the village would destroy the heritage and culture of the village.</p> <p>Part of the beauty of the village is the openness around it in the form of farmland. The Greenfields have only been used for rearing livestock since the dark ages. The development of which is likely to be opposed by the National Farmers Union.</p>
295		<p>Against development of Scorton Village. Concerns over loss of the Village’s heritage and natural beauty, amongst other features which led to the purchasing of a dwelling.</p> <p>Additional points:</p> <ul style="list-style-type: none"> • Most roads are narrow, • Entry to the village is restricted due to low narrow railway bridges and narrow river crossing bridges, • Access to the main A6 is treacherous, • Lack of public transport or suitable car parking. Many residents are without off road parking, • Flooding is an issue and insurance companies request a premium for comprehensive cover, • Many existing properties are not on the main sewerage system which is beyond its maximum capacity, • There is minimal infrastructure and public transport, and no additional options for schooling or emergency services within the parish. • The land directly opposite Station Lane is used for rearing livestock and is a natural flood plain. View would be seriously impeded by development and the natural environment lost forever. <p>If plans go ahead, a beautiful rural historic village will become an over populated, under facilitated town without greenbelt. Redevelopment would be better suited to deprived areas requiring investment rather than Scorton where residents pay a premium for the aesthetics and location.</p>
302		<p>Disagrees that there is a need for more housing in the Garstang and Bonds area (ref. Option 1 & 2). Garstang has grown enormously and there is sufficient housing for local residents. Garstang is a small town which prospers from tourism and does not need to grow further.</p> <p>Over 25 years there has been no improvement in infrastructure provision (schools, GPs and NHS dentists. Many people travel to outlying villages for treatment.</p>

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ID	Option	Matters raised
		<p>Greenbelt land should remain so, particularly around Bonds, as they are some of the most attractive landscapes and rambling trails leading up to the ruins of Greenhalgh Castle. Visitors to Garstang would lose the historic significance if they had to pass through a housing estate to reach it.</p> <p>Proposed developments (IO_100, IO_101 and IO_102) are abundant with wildlife. Wildlife if the area continues to grow year on year. The areas are also at significant risk of flooding to both the development and surrounding area. Access is also a problem, the roads around the primary school suffer from congestion and the lane is single track with poor visibility.</p>
349		<p>IO_01, IO_03, IO_07, IO_13, IO_14, IO_15, IO_16 or IO_17</p> <p>Development cannot be allowed to affect the ability to re-instate the rail line and its connection with the tram network.</p>
351		<p>Against proposal in Scorton</p> <ol style="list-style-type: none"> 1) Access to the village is limited and there is heavy traffic both on weekdays and weekends. <ol style="list-style-type: none"> a) 2 narrow bridges restrict access. b) Area is popular with cyclist and additional traffic will increase risk of accidents. c) Cyclists are attracted because it is rural. 2) Area is prone to flooding making some suggested sites unsuitable. 3) Scorton is a conservation area. Further development puts the village at risk of losing one of the few conservation areas. Building would have a negative impact on what is a rare heritage site. 4) Whilst demand for developable sites is understood, other sites with a lesser impact can be found elsewhere. Scorton should be protected. 5) The views of the majority of the community in Scorton should be considered in such decisions.
352		<ul style="list-style-type: none"> • Scorton is a 'much loved' place by its inhabitants and many thousands of visitors who come every year (incl. Walkers, cyclists, strollers, and those looking for a peaceful snack/meal). • Whilst the need for housing is appreciated, a place as beautiful as Scorton should not be radically changed and lost forever. For the sake of those who live in Scorton and those who visit from around the world it should be preserved.
359		<p>Feelings of suspicion and betrayal towards councillors. There was a traveller camp on site IO_33 which was illegal, due to greenbelt designation, and after 5 years they were moved on. This begs the question, how is it that houses or retail are now being proposed on the exact same, when smaller temporary schemes were not.</p> <p>In addition a flyer regarding the proposal for IO_33 was not received.</p>

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ID	Option	Matters raised
		<p>Large areas of land lost to development will increase flooding to the detriment to homeowners and their gardens. Resident has a culvert at the bottom of the garden increasing their potential harm from flooding. There have been 2 consultations and no-one on Woodland, Green, and Orchard Ave has heard about the planning application/proposal. The community is disgruntled.</p>
370	Option 2	Option 2. No additional comments submitted.
378		<p>1. Garstang: a. 4 roads north and 1 South with restricted access at bridge b. Congested B6430 c. Any new development should be accessed from North of town. 2. Use of undeveloped sites in Garstang will turn pleasant village life into a stark conurbation. 3. B6430 is a scenic route with panoramas and must be protected. 4. Services (incl. health and schools) are stretched in Garstang.</p> <p>Satellite developments could revitalise outlying areas of Fylde. There is an unused school at Out Rawcliffe.</p>
380	Option 3	<p>Preference - Option 3, will develop rural villages in a more natural and sustainable way.</p> <p>Garstang and Castle Lane:</p> <ul style="list-style-type: none"> • IO_100 is flood plain (development here will increase risk and insurance premiums). • Castle lane is narrow with a brook running alongside, several blind corners and 2 passing places. • Access to SS Mary and Michael’s school is on a blind corner and has safety implications. • Previous applications for Castle lane have been refuse on grounds of dangerous access onto Bonds Lane. • None of the options include increasing provision of schools paces, and access to doctors/dentists. • Growth in population will increase commuter traffic due to lack of employment opportunities. • Land to North of Castle lane is a main tourist asset and would reduce the value of Garstang as a unique town. <p>Individuality of Garstang must be preserved.</p>
389	Option 2	Option 2 - Development along the A6 is preferred

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ID	Option	Matters raised
		Option 1 – would result in the loss of few remaining green areas. Thornton and Cleveleys should be preserved and not built on. They are very built up but land over the river consists of greenfields which should be preserved for future generations.
406	Option 2	<p>Option 2. Think that further build up of homes in Fleetwood, Thornton Cleveleys and Poulton le Fylde would be detrimental to future generations. The infrastructure is poor. Terrible links to the motorway and Public services not sufficient.</p> <p>Need to protect the small amount of green field space that we have in this crowded part for our children.</p> <p>The A6 corridor is massively underdeveloped compared to the peninsula. It seems unfair to build up over the next 20 years an area that has already been built up. The field next to Bourne road is the last field or park near us. Why plan to build on here and the last few farm fields between Thornton and Fleetwood? I think that use could be made of Hillhouse to create jobs but new housing would be better centred in sparsely populated areas.</p>
411	None	<p>None of the options are suitable.</p> <p>Against developments in Churchtown:</p> <ul style="list-style-type: none"> • Conservation area includes Grade 1 listed church, • Loss of village setting, • Part of IO_109 is within conservation area, • IO_107 has been refused in the past, • Two of the proposed sites are in flood risk areas, • Extra traffic will worsen congestion on the A586 and its junction with the A6. <p>Proposals in all small villages are harmful due to extra traffic and shortage of schools’ and doctors’ places.</p> <p>Protection of wildlife seems to be ignored and should be of paramount importance.</p> <p>Greenbelt should be preserved.</p>
412	Option 3	<ul style="list-style-type: none"> • Infrastructure need to be developed holistically across the borough. • A6 should not bear the whole impact. • Garstang is already being built on significantly and has poor access.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Castle Lane turn has backed up traffic most of the day and cannot support further development. • More traffic to the Bonds Lane junction will increase child safety risk. • Castle Lane is hazardous and conventional traffic management systems will push the problem further into the town centre. • Areas IO_100 and IO_101 are vulnerable to flood risk. • Development should be spread across the borough. Several villages are under populated and need people and industry to assist them to thrive. <p>Option 3 should be prioritised for the first years of the revised plan’s implementation.</p>
414		<ol style="list-style-type: none"> 1. Preston City Council has a local plan in place for housing stock for the next 15 years with the intention to retain Barton as a village. The I & O document does not accord with this Plan. 2. Local amenities will not be able to cope with additional housing stock. 3. <ol style="list-style-type: none"> a) school places are in high demand b) no local doctors c) only 2 shops in the area (incl. antique shop and takeaway) d) leisure is limited 4. A6 suffers from congestion and high speeds. 5. Government’s intention is for housing development to preferably avoid green sites.
415		<p>Against proposal for 3 sites within Churchtown</p> <ol style="list-style-type: none"> 1. Designated conservation area, <ol style="list-style-type: none"> a) Village will become urban sprawl, b) Loss of ethos, 2. Flooding 3. One of the sites is adjacent to the sewerage plant, 4. Roads in and out of Churchtown are horrendous, 5. New builds will add to traffic jams on the A6 and A586. 6. Employment

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ID	Option	Matters raised
		<ul style="list-style-type: none"> a) There are few jobs in the area adding to commuter traffic. b) No bus route from Churchtown to Preston where many residents work. 7. Schools cannot accommodate additional pupils. 8. GP practices <ul style="list-style-type: none"> a) Appointments are in high demand.
420		IO_33 - Concerns over: <ul style="list-style-type: none"> • Increase in traffic (incl. Hardhorn Rd, Longhouse Rd, Highcross Rd and Fairfield Rd), particularly at rush hour. • Impact of traffic on the local area.
425		Barton is a collection of properties along a busy trunk road. Development will exacerbate existing congestion issues. Lack of infrastructure, no shops, and post office or GPs. Local Schools will not be able to accommodate additional children. Barton is no longer a desirable place to live due to traffic. Neighbouring villages have retained their characters but are gradually eroding as towns merge.
428		Fleetwood: <ul style="list-style-type: none"> - Transport provision is vital and should precede development. - Affordable housing is important but must not devalue price of existing stock, especially in areas of employment. Shared ownership schemes may work. - Garstang needs increased economic activity. Identified economies are not appropriate to Garstang. A science Park would balance the borough's economy. Infrastructure: <ul style="list-style-type: none"> - Space for medical centres to expand and car parks need providing at Kepple Lane - Footpath and cycle lanes at the bend between the A6 and Gubberford Bridge need providing. This is a very popular route to neighbouring towns and leisure areas. Garstang: <ul style="list-style-type: none"> - Housing provision is to accommodate immigration to the area. - Character of the town must be preserved. - Town is expanding. - Infrastructure provision in the town needs reviewing. - Roads are becoming increasingly dangerous and congested.
429		IO_33 - Concerned about plans for South Poulton, in particular:

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • The environment, noise pollution and flooding; • Traffic • Devalued properties • Impact on wildlife • Impact on Hardhorn area <p>Object to option 1 / site IO_33 being developed</p>
430	Option 1 & 3	<p>Broadly agree with the document. Strategic focus should be on the following:</p> <ul style="list-style-type: none"> • Housing provision for older age groups and younger families, • Employment (particularly for the young) • Focus on areas of volume need • Increasing traffic in narrow corridors (A585 and A6) • Regaining popularity of local town centres • Removal of car parking charges to attract custom <p>Option – 2 Proposed development sites are out of proportion from existing settlements, Sites are subject to existing planning permissions, Mix of proposed housing are not in line with demand (affordable, smaller homes), Planning for commercial development areas ignores the driving force behind private sector employment growth which is ‘confidence to invest’. Lack of Investment is not due to lack of available premises.</p> <p>It is logical to focus on variations of options 1 and 3. Any developments which are not surrounding towns should be limited to 75% affordable mix.</p> <p>Settlements (incl. Garstang and Catterall) should not take more than their share of housing where there is planned need and not developer pressure.</p>
433		<p>Against use of listed sites in Churchtown. Concerns:</p>

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Highways • Congestion, • Traffic around primary schools, • Hazards on narrow roads without pavements, <p>Flooding</p> <ul style="list-style-type: none"> • IO_107 is a flood plain. <p>Conservation</p> <ul style="list-style-type: none"> • A site encroaches on a listed church • Home owners are restricted in the conservation area and yet new housing is proposed. • Heritage and culture will be lost <p>Services:</p> <ul style="list-style-type: none"> • School places are limited and there is no planned investment in the school. <p>If building is to take place in the area it should avoid IO_107 at all costs.</p>
444		<ul style="list-style-type: none"> • Perception that there are enough houses in area as many are for sale but no-one is buying them. • Bus service is poor and many people have to commute to adjoining areas. • Concerned about identifying Inskip as an area for development as it is at risk of flooding. Brook rear of Derby Crescent comes close to flooding each year. • Constraints on development due to presence of gas pipeline nearby. • The current sewage pump for the local area cannot cope when there has been rainfall, as it over flows into the road – extra development will place additional strain on this infrastructure. • Building houses on agricultural land is unacceptable.
445		<p>IO_33</p> <ul style="list-style-type: none"> • Agricultural land should be protected • Brown field sites should be prioritised for development. • The existing road network will not be able to support the levels of development proposed.
446		<p>Inskip - object to level of development under option 3 due to:</p> <ul style="list-style-type: none"> • Pressure on roads and over-reliance on cars • Bus service is poor • Insufficient infrastructure in Inskip

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Loss of agricultural land • Change in character of village
447		<p>Scorton - Sustainability of the villages, communities, Infrastructure and services should be considered. Modest development will not be detrimental to the village. Existing schools survived as a result of previous housing provision. There is a lack of affordable housing for first time buyers and the young village people. Modest schemes with affordable units are an opportunity to inject vitality into Scorton. The positive effects will be felt in the school, churches, village shops and post office. It may also improve bus, road and broadband connections.</p>
448		<p>Scorton</p> <ul style="list-style-type: none"> • Additional development would worsen existing issues with flooding • Insufficient primary school places to support additional development • Roads are narrow and difficult in Scorton and more houses will result in more traffic. • Limited development in the village of a sensible scale would be acceptable.
453		<p>Forton</p> <ul style="list-style-type: none"> • Has water run-off and drainage been considered for Winder Lane, School Lane, Ratcliffe Wharf Land and Wallace Lane amongst other roads. • How is the increase in local sewerage being accommodated? • Will there be a drop in water pressure, has water pumping capacity been considered? • Will existing roads be widened and new pavements included; and will access routes to proposed locations be improved, including the removal of blind corners? • A motorway junction in the Garstang area would be very useful, particularly for commuters to Manchester. • How will access to the A6 be improved? • Will designated walkways/footpaths be included to allow for recreational access? • How are local school facilities planned to be increased • How has biodiversity habitats been considered. • Will additional power requirements be offset by inclusion of green technologies for the village? • Are pollution levels going to be monitored and reduced? • Are the studies/analysis on these issues available? • How will the criteria in the policy document be measured and monitored until 2031? Should the criteria not be met, how will the Council respond?

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ID	Option	Matters raised
471		<p>Concerned about proposed development sites around Catterall village due to:</p> <ul style="list-style-type: none"> • Destroying the relationship between Catterall and the Forest of Bowland would damage the character of the area. • Negative impact on habitat of endangered Hen Harrier, and feeding grounds of other birds such as herons. • Impact on public footpaths across Catterall to the Bowland fells. • Loss of agricultural land. • Fields on east side of Garstang Road flood regularly, and additional development will impact on surface run-off, the loss of the floodplain will require investment • Local services (schools and GPs) are already full, additional demand would require additional investment in provision. • Existing policing is minimal • Internet provision in the area is poor. • Employment opportunities are limited nearby and difficult to travel to. • Roads in Catterall are poor, and safety is an issue, additional traffic will make this worse. • Junctions such as Cock Robin Lane and the A6, Cock Robin Lane and Garstang Road, and Catterall Gates Lane and Garstang Road are already very busy and dangerous, additional traffic will heighten risk. • The A6 is very busy and dangerous, additional traffic would heighten risk. • Paths to Garstang are inadequate for pushchair use and for disabled use. • Demand for homes in the area is not adequate to justify additional significant residential development. Recent local developments have taken a long time to sell; don't want market to become flooded by new homes or Catterall to become a ghost town of empty houses.
476		<p>Opposed to development sites in Scorton Village:</p> <p>The proposed development sites would result in over development of the village which is a conservation area.</p> <p>There are access issues from Gubberford Lane and Station Lane, and further development will make congestion worse.</p> <p>There are no pavements on parts of Station Lane, Factory Brow, and parts of Gubberford Lane which increase risks to pedestrians if IO_89 and IO_90 were developed.</p> <p>Additional traffic will increase risks to cyclists.</p> <p>There is flooding from the back of Brook Avenue / Park Brook and development on IO_90 could increase the risk of flooding further.</p> <p>Existing sewage system capacity would need to be investigated.</p> <p>Impact on existing culvert should be considered prior to taking any proposals forward.</p> <p>Bats are visible near Mill Lane near to IO_90, need to consider the impact on local bat population.</p>

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ID	Option	Matters raised
		<p>There is no bus service in Scorton, all residents need to use a car. Limited parking is insufficient at weekends for cyclists and day visitors. Much of the development sites are green fields used for rearing livestock, potential loss of this land is opposed.</p> <p>There is possibly a case for a small scale (less than 15) development of small, traditional houses appropriate to the size and style of this traditional village.</p>
478		<p>Oppose plan to build houses in Calder Vale. There is no shop or transport to Garstang, would like more amenities as it is a beautiful place.</p>
480		<p>Object to Wyre Local Plan Issues and Options:</p> <ul style="list-style-type: none"> • Concerned about the development of Scorton villages for housing and light industrial development. • Scorton is an attractive village in an area of outstanding beauty and receives a lot of visitors and traffic. • Housing development would bring more traffic on narrow roads causing many problems. • There are no facilities for parking except for a small space of the ‘The Barn’ for customers only. • The largest of the three areas on the plan [IO_91] is agricultural land and prone to flooding, and the embankment is may be at risk of landslip. • It is doubtful insurers would agree to insure homes built on such unsatisfactory sites. • The infrastructure of Scorton is totally inadequate for future housing development. • Low bridges prevent high vehicles from entering or leaving the village. • Residents on Brooks Ave have problem with drainage and sewage since new properties were built a few years ago. • The school would be unable to accommodate more pupils. • No buses come to the village, there is one shop, post office and the nearest doctor is at Garstang.
493		<p>Concerns about:</p> <ul style="list-style-type: none"> • Size of proposed developments • Effect on community and village atmosphere • Effect of urban sprawl • Should protect agricultural land for food production. <p>Infrastructure is not sufficient, in particular:</p> <ul style="list-style-type: none"> • the health centre at Garstang cannot cope now, and there is no bus service to it

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • village schools are full and footpaths to and from schools are dangerous • Highways. <p>Development on the east side of Bowgreave, Catterall and Claughton will put more pressure on Garstang Road.</p> <p>Flooding is an issue and the canal overflows in the River Calder and flows into the River Wyre.</p> <p>Need a police station to protect the people proposed to reside here.</p> <p>New houses should complement the area and needs of the people. Not enough bungalows are being built.</p> <p>Support more development in the Fleetwood area as there is more infrastructure there and a car does not need to be relied upon.</p> <p>Garstang is a gateway to an AONB and should be protected.</p>
501		<p>Option 2 – A6 Corridor focus – Site IO_132 Objection</p> <p>Proposed development would be contrary to the hierarchy of locations for focusing growth and investment at urban and brownfield sites and lead to an inappropriate expansion of a rural village which be reason of its low accessibility to local employment areas, shops and services and development of the open countryside, would fail to achieve the economic, social or environmental dimensions to achieving sustainable development.</p> <p>The proposed development would lead to a loss of countryside outside the defined settlement boundary for Barton village, creating a sprawl of development in the countryside away from the main built-up village and would detract from the rural character of the village and surrounding rural landscape, contrary to policies 13 and 21 of the Central Lancashire Core Strategy (2012) and the NPPF.</p> <p>Although the proposed site IO_132 is in Wyre Borough, this is an area of Wyre which can only be accessed through the parish of Barton in Preston along Garstang Road and will unnecessarily enlarge the village of Barton.</p>

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ID	Option	Matters raised
		<p>There are currently 228 houses in this area of north Barton and the proposal for a further 9.78 hectares of houses in addition to the 62 houses currently under construction in north Barton on Forest Grove, off Jepps Lane, and the 29 recently approved at 799 Garstang road (15/00072/FULMAJ) is completely out of proportion.</p> <p>Lack of local services, schools places, infrastructure, drainage and sewage to support additional dwellings, together with insufficient road capacity and employment opportunities</p> <p>Wrong to development on green fields when there are many brown field sites in the Wyre borough Area.</p>
503		<p>Wyre Council should have a strong policy resisting the development of residential gardens in line with the NPPF.</p>
527		<ul style="list-style-type: none"> • The issues and options for the urban west and rural east should be considered separately as these area disparate areas. • Table 2.2: concerned that category for Energy and Environmental technologies may mean that vast areas are covered with solar panels or wind farms. • Housing for young families and affordable homes is an important consideration for areas like Scorton. • Scorton is in a level 2 or 3 flood risk zone. • The Vision is a dream / illusion. • None of the three Options take adequate account of the different between the urban West and the rural East of Wyre. <p>Site IO_91 is inappropriate for mixed use because:</p> <ul style="list-style-type: none"> • it is in a level 3 flood risk zone. There has been flooding there and the railway embankment diverted the flood water into gardens along Gubberford Lane. • The roads are unsuitable as they are very busy, and there are single carriageway roads and weight restrictions. • The land is used for farming and part of the site is an exotic tress arboretum. <p>Site IO_90 is unsuitable for housing development because:</p> <ul style="list-style-type: none"> • It was former mill ponds, the subsurface is unsuitable for building, piled foundations would be needed and there has been illegal tipping on the site. • Planning applications have been refused on this site in the past, and the site has not changed since.

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ID	Option	Matters raised
		<p>Site IO_89 if there is to development in Scorton, this is probably the best site, but the following need to be considered:</p> <ul style="list-style-type: none"> • There is a lack of affordable housing for young families in the area and the village needs to cater for this group, done through social rent for residents with a tie to the Scorton area. • The houses should be limited to a maximum of 10. • Each house should have two parking spaces. • Village infrastructure is not adequate for new housing, especially the frequency of litters bins being emptied. • There is insufficient pedestrian footways and no parking for tourists. • The village needs to be a mixed community.
596		<p>Concern raised about development in Inskip for the following reasons:</p> <ul style="list-style-type: none"> • Housing not selling – similarity of property throughout the village especially three-bed semi and four-bed detached – not necessary for further properties of this type to be built. • Retirement bungalows would be beneficial. • Need to take into account poor state of the road infrastructure and flooding, appropriate bus service, and need for more local medical facilities. • Development within the Wyre Local Plan is better suited to Fleetwood, Cleveleys and Poulton - better equipped places with medical facilities and in need of development and jobs.
597		<p>Objection to development generally in the Garstang and Catterall areas on grounds of the lack of supporting infrastructure, including lack of capacity along the A6 and A586 to accommodate extra traffic.</p> <p>Specific concerns about sites within the Churchtown area (IO_107, IO_108 & IO_109):</p> <p>Highways</p> <ul style="list-style-type: none"> • Additional volume will add to the existing issues on the A586 and the junction with the A6. • Safety concerns – existing traffic volume and speed create a dangerous environment. <p>Flooding</p> <ul style="list-style-type: none"> • Churchtown is a high flood risk area. • IO_107 straddles a significant flood risk area which includes Ainspool Brook which has flood protection banking over 6 foot high running along its length.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Flooding along Ainspool Lane originating from the fields in IO_107. Development could significantly increase the risk of flooding. <p>Education</p> <ul style="list-style-type: none"> • The school at Churchtown is currently over-subscribed. • IO_109 appears to take land which currently is utilised by the school as a playing field. <p>Conservation</p> <p>Concerned about the impact of development on the setting of the Churchtown Conservation Area.</p>
598a		<p>Churchtown - All the proposed sites below are unsuitable owing to lack of highway capacity.</p> <p>IO_107</p> <ul style="list-style-type: none"> • Outside of the village. • The only access would be on to the busy A586 – issues of junction and road capacity. • The field borders the sewage works – potential odour issue for the occupants of new houses. • The site has had of two previous planning applications refused. • The site is adjacent to Kirkland St. Helen's church the Cathedral of the Fylde - Grade 1 Listed building (and other grade 1 listed buildings.) • No more infill land. Concerned that development would be for non-residents of the village. <p>IO_108</p> <ul style="list-style-type: none"> • A green field site outside of Churchtown. • Access a private lane at one side, the other potential access to the avenue. • Two pipe lines cross this field central north to south and northeast to south taking water from Garstang to the Franklaw water treatment plant. • A586 brings more problems - a busy road and crossing to the village school. <p>IO_109</p> <ul style="list-style-type: none"> • Greenfield site with two pipelines crossing on the east side, north to south. • The main Garstang sewer runs adjacent to the river bank. On the westerly side is a private road. • The school bought the field behind for future expansion. Borders the busy A586.

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ID	Option	Matters raised
598b		<p>Churchtown - General comment - the sites lie outside of the village boundary.</p> <p>IO_107</p> <ul style="list-style-type: none"> • The site is adjacent to Kirkland St. Helen's church the Cathedral of the Fylde - Grade 1 Listed building. • Previous planning applications refused. • Liable to flooding. • Borders the sewage works – potential odour issue for the occupants of new houses. • Access on to the A586 – issues of junction and road capacity. <p>IO_108</p> <ul style="list-style-type: none"> • Access is from either a private road off the A586 or opposite site IO_107 (noted traffic congestion relating to the operation of the school) • Two pipelines cross the site. • Increased pedestrian traffic may require a traffic crossing which would cause more traffic problems along the A586. <p>IO_109</p> <ul style="list-style-type: none"> • Surrounds the St Helen's primary school - would prevent further expansion. • Liable to flooding. • Access - close to the A586/ A6 junction (slow moving traffic.) • Part of the Churchtown conservation area. • A pipe line crosses the site.
599		<p>Garstang</p> <p>The document sets out the strategic possibilities for development in the borough very clearly. However -</p> <p>IO_100 is intrinsically unsuitable for housing:</p> <p>Access and highways</p> <ul style="list-style-type: none"> • Access is poor - Bonds Lane and Garstang Road are extremely busy - junction of Bonds Lane with Castle Lane has bad sightlines. • The west end of Castle Lane is congested at peak times (school related) and the remainder of Castle Lane is extremely narrow. • Difficult to see how the additional traffic could be accommodated without significant loss of amenity to residents.

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ID	Option	Matters raised
		<p>Flooding</p> <ul style="list-style-type: none"> • Much of the land serves as a flood plain for the River Wyre and is designated as high-risk Flood Zone 3. • Large parts are waterlogged during the winter months. Clay soil means that drainage is poor. Development would be likely to aggravate local flooding problems. <p>Retail and Tourist Trade</p> <p>Development likely to be prejudicial to Garstang's retail and tourist trade- would have a negative impact on the essentially rural character of its town centre with clear views of open fields and the Bowland Fells. Visitors walk along Castle Lane or the disused railway line to see Greenhalgh Castle, which holds significant historical interest as one of the only English Civil War battle sites remaining in north Lancashire.</p> <p>The value of these attractions would be severely impaired if the site is developed.</p> <p>Further development in the Garstang area would be best located to the north and east of the A6 - sites IO_94, IO_97, and IO_98 - easily accessible from the A6 and are not located on a flood plain. Provide the possibility of developing a new district or village with its own facilities - could develop a distinct identity as part of the Garstang area.</p>
602		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • Impact on the conservation area and character of the village. • Additional pressure on educational, health and drainage infrastructure. • Need for affordable housing for local people preferably through infill development • Retail or employment use would push larger vehicles on to the one unrestricted road into the village - Gubberford Lane, which is part of National Cycle route No 6 - busy and difficult to ride along safely. • Already existing problems parking as a result of the number of visitors. • The three sites would more than double the size of the village in one swoop • Retail/industrial use should be restricted to brownfield sites with better access and infrastructure. • Potential negative impact of new development on the attractiveness of the village to visitors.
604	Option 1	<p>Garstang</p> <p>Option 1 is supported:</p> <ul style="list-style-type: none"> • Would assist with urban regeneration and attract employment and businesses.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • More housing - particularly affordable - would enable young people to afford to live near where they work reducing out-commuting and congestion. • Excellent leisure and community facilities. • Good retail facilities. <p>Large investment in roads required (maybe with new roads being built) would alleviate existing traffic problems and improved access to employment for residents from other areas in the Borough.</p> <p>Option 2 is not supported:</p> <ul style="list-style-type: none"> • The A6 corridor has already seen (and is likely to see) a lot of development. • Garstang already has industrial estates. • Increased pressure on educational and health infrastructure – new investment needed before new development. • Potential to increase traffic considerably. • Garstang could become a 'dormitory town'. • Existing retail facilities in Garstang are not particularly good. More investment in the town centre/retail needed to attract shoppers and visitors. • Public transport not as good as it could be. No rail station. More development would increase the traffic volume along the A6 – congestion and extra air and noise pollution. • Limited and dispersed leisure facilities in Garstang. Considerable improvement to attract an increase in usage would be needed.
605		<p>Further development in Scorton of the scale proposed objected to on the grounds of:</p> <ul style="list-style-type: none"> • Additional pressure on infrastructure - schools, highways, local transport and refuse collections resulting from an increase in the village population. • Effects on the wildlife in the area • Increased risk of flooding and pollution. • Slower growth would provide a more natural progression for the village
607	Option 1	<p>Option 1 (Fylde Coast Peninsula Main Urban Area) supported on the basis of:</p> <ul style="list-style-type: none"> • Is an existing well developed urban area with infrastructure in place to support the expansion of housing and businesses. • Would benefit deprived areas in the Peninsula.

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ID	Option	Matters raised
		<p>Sites in Churchtown considered to be unsuitable for development:</p> <p>Site IO_107</p> <ul style="list-style-type: none"> • Impact on Grade 1 listed Church of St Helen and setting of the Churchtown Conservation area. • Previous application to build houses on the site was refused in 1972. • Impact on the visual amenities of properties in the village. • Location close to the Waste Water Treatment Plan may lead to a “Statutory Nuisance” situation. • Flood risk. • Increase in traffic flows on the A586 and congestion with its junction with the A6. • Impact on the character of the footpath from the church to the river bridge. • Impact on wildlife, including the river habitat. <p>Site IO_108</p> <ul style="list-style-type: none"> • Restricted access along a private road (Nook Lane) • Increased traffic flows on the A586/A6 • Impact on pedestrian access to Kirkland School • Flood Risk • Impact on the amenity value of woods/fields adjacent to the site and consequent impact on wildlife. <p>Site IO_109</p> <ul style="list-style-type: none"> • Impact on the setting of the Conservation Area • Impact on the setting, generally, of the village including the approach to the village from the east on the A586 and from the public footpath south of the river looking towards Churchtown. • Increased traffic flows on the A586 and A6. • Flood risk.
610		<p>Garstang - Proposed development around Castle Lane – matters raised:</p> <ul style="list-style-type: none"> • Major safety issues for SS Mary & Michael school - narrow lane/increased traffic.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Castle Lane and Bonds Lane – dangerous junction. • Impact on the capacity of the local educational and health infrastructure. • Loss of beautiful countryside.
611	Option 2	<p>Option 2 - a more balanced and flexible approach.</p> <p>Option 1 concentrates development on areas that are already over-developed. General concern about the erosion of the character of Poulton-le-Fylde owing to over-development.</p> <p>IO_33</p> <ul style="list-style-type: none"> • Loss of green belt land. • Impact on the natural environment and habitat– five pairs of nesting buzzards, protected species of newts Loss of productive farm land. • Traffic generation and impact on the local road network. • Overbearing and negative impact on the character of the neighbourhood and adverse visual impact. • Flood risk and capacity of the water and sewerage system.
612	Option 1	<p>Option 1 for the Fleetwood/Poulton area is supported.</p> <p>Option 2 – concerns raised in relation to Garstang and Churchtown:</p> <ul style="list-style-type: none"> • Impact on views and landscape. • Increase in traffic congestion and risks • Dangerous A6/A585 junction (Churchtown) • Loss of good quality farmland • Impact on wildlife • Impact on the quality and character of Churchtown, including views along The Avenue and across the River Wyre. • Flooding risks. • Lack of public transport. • Lack of parking in Garstang. • Lack of local amenities.

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ID	Option	Matters raised
614	Option 1	<p>Garstang Option 1 with its emphasis on a more urbanised environment supported.</p> <ul style="list-style-type: none"> • No guide as to how many homes are necessary within the Borough during the plan period. • Need information on developments in the planning pipeline to understand impact on issues. • Need to consider health infrastructure improvements • Impact on congestion along the A6 • More detail required on Green Belt areas in the Borough. Possibility of protecting the wider countryside if green belt protection removed? Review of the green belt supported. • More emphasis should be given on the need to encourage walking and cycling. • Impact on the nature of Scorton owing to scale of development indicated. <p>IO_95 and IO_96:</p> <ul style="list-style-type: none"> • Adjacent to Shroggs Wood site of special interest. • Adjacent to a lane which currently provides a traffic free connection from Garstang towards Scorton.
616	Option 1	<p>Option 1 supported on the basis of:</p> <ul style="list-style-type: none"> • Would maximise opportunities for the redevelopment of previously developed land • Would direct development to areas where the fullest possible use can be made of public transport, walking and cycling. • Would facilitate the regeneration of the more deprived parts of the Borough • Would support the vitality and viability of existing town centres on the Peninsula through an increase in population. <p>Support for a limited amount of small scale, infill, new development in Churchtown that:</p> <ul style="list-style-type: none"> • Does not have a detrimental impact on the form and character of the settlement. • Does not place undue pressure on existing infrastructure. • Does not compromise the open and rural character of the surrounding countryside. <p>IO_107, IO_108, IO_109:</p> <ul style="list-style-type: none"> • Together these sites could accommodate significant levels of new housing • Churchtown provides a limited range of services and facilities and is an unsuitable location to accommodate significant levels of growth

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Any future allocations within the village should relate to small-scale developments forming a natural infill or extension to the village to ensure that the distinct rural character is maintained and undue pressure is not placed on existing infrastructure. <p>IO_107</p> <ul style="list-style-type: none"> • Flood Zone 3 – high risk of flooding. • Areas to the north of the village are at a lower risk of flooding and should be prioritised (Sequential Test). • Impact on the setting of the Grade I listed Church of St Helen. • Adjacent waste water treatment works could give rise to unacceptable adverse environmental impacts on any development located in its vicinity (e.g. odour).
626		<p>Scorton - IO_91 – matters raised:</p> <ul style="list-style-type: none"> • Existing flooding issues would be exacerbated in the vicinity of Station Lane. Issue of the capacity of the drainage system and surface water run-off. • Local road infrastructure – including the narrow design of local roads and bridges – is not constructed to accommodate modern day traffic. • Lack of village parking. • Lack of local educational capacity.
627	Option 1	<p>Option 1 supported. IO_89, IO_90 & IO_91 (Scorton)</p> <ul style="list-style-type: none"> • Disproportionate scale of development - would be detrimental to the distinctive character of the village. • Negative impact on Scorton's popularity with its many visitors, including walkers and cyclists (note - Scorton is on a National Cycle Route). • Increased traffic generation. • Unsuitable local road infrastructure –includes narrow roads and single vehicle access bridges. • Busy roads and lack of car parking compromises access to the village. • Lack of local educational capacity.
628	Option 2	<p>Thornton. Support for Option 2. IO_26, IO_27, IO_28 (sites in the vicinity of Lambs Road):</p> <ul style="list-style-type: none"> • Insufficient highway capacity and poor access to the motorway network as a result of congestion. • Lack of local educational capacity. • Insufficient medical infrastructure.
629		<p>IO_89, IO_90, IO_91 (Scorton):</p> <ul style="list-style-type: none"> • Frequency of the flooding of the proposed areas and gardens of houses in the vicinity.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Surface water run-off. • Previous developments (old mill yard and Priory gardens) have negatively impacted on land drainage. • Increased volume of traffic coupled with lack of pavements make pedestrian movement daunting when walking to the A6 to get a bus. • No public transport in the village. • The character of the Village has already been compromised.
630		Council obsessed with retail units, industrial estates etc. Vacant shops in Poulton-Le-Fylde. Insufficient facilities such as parks and walks.
631		Winmarleigh - IO_80 - Support for new development, including affordable housing, in order to sustain local services and facilities.
634		<p>IO_100, IO_101, IO_102 (Garstang)</p> <ul style="list-style-type: none"> • Loss of the flora, fauna and nature walks. • Pond/marsh on the land south of Castle Lane. • Impact on local wildlife. • Recreation impact - Castle Lane is a popular countryside walk up to the and past the historic castle. • Safety implications of developing close to St Mary and Michaels primary school on Castle Lane • Traffic impact on Castle Lane - narrow – and junction with Bonds Lane. • Impact on the rural character of the area • Will need more health and educational infrastructure.
637		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • Impact on the village character, its culture and its heritage, including loss of open space. • Unsuitable road network – narrow and winding lanes and narrow bridges. • Existing drainage and flood risk issues, including surface water run-off. • Loss of farm land - farming is an important part of Scorton's heritage, character and economy. • Lack of village car parks - on-street parking causes congestion. • Limited pavement access and no cycle route provision to the roads. Increased traffic and increased risk of accidents. • Poor access to bus service (on the A6) along narrow roads with no footpaths. • Inadequate educational infrastructure compared to the increase in demand for school places likely to arise. Likely increase in journeys to schools outside of the village.
638		<p>Development in Churchtown not supported:</p> <ul style="list-style-type: none"> • Detrimental impact on the overall setting of the conservation area.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Flood risk and additional pressure on drainage system. • IO_107 is near to St Helens Church - impact on the setting of a Grade I listed building. • IO_107 is near to the Franklaw Water Treatment – potential for a statutory nuisance position to be created. • IO_109 and IO_108 - would significantly increase the traffic on the A586 and at its junction with the A6 (existing congestion). • Inadequate educational infrastructure compared to the increase in demand for school places likely to arise.
639	Option 3	<p>Option 3 supported - would seek to enhance the rural villages, avoiding a character changing development of Garstang.</p> <p>IO_100, IO_101, IO_102</p> <ul style="list-style-type: none"> • Conflict between potential access and the school (IO_100). • Dangerous junction with Bonds Lane – impaired sight lines. • Quality of Castle Lane – beautiful narrow and unspoilt. • Unsuitable to the consequential increase in traffic particularly if sites IO-101 and IO-102 were to be included in the proposals. • Impact on the rural character and countryside aspects. • Increased risk of flooding. Part of the land is flood plain.
642	Option 3	<p>Option 3 would:</p> <ul style="list-style-type: none"> • Provide sustainable development in rural areas of Wyre. • Promote community facilities such as village schools etc. and avoid future housing being concentrated on either the coastal or inland areas of the Borough. <p>Garstang - IO_100, IO_101, IO_102 – matters raised:</p> <ul style="list-style-type: none"> • Traffic generation and impact on the junction with Bonds Lane (poor sight lines). • Castle Lane is narrow country lane, with no pavement beyond the School entrance. • Part of a recreational route. Development would impact upon the attractiveness of this area for visitors. • Impact on the historic character of the land and area. • Flood risk and poor drainage.
647		<p>Concern raised about development in Scorton and Poulton-le-Fylde for the following reasons:</p> <ul style="list-style-type: none"> • Impact on the character. • Problematic access.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Insufficient appropriate education, and health and social care infrastructure. • Potential need for some retail provision in Scorton owing to poor access to Garstang. • Prefer to see development spread around the borough.
648		<p>Option 3</p> <p>IO_100, IO_101 and IO_102:</p> <ul style="list-style-type: none"> • Conflict with the school/nursery – congestion along a narrow road • Hazardous junction between Castle Lane and Bonds Lane – sight lines and hump backed bridge • Site IO_101 includes land used by Saint Mary and Michael's School as a playing field.
649		<p>Concern raised about development in Forton for the following reasons:</p> <ul style="list-style-type: none"> • No account taken of planning applications passed and pending and implications for the amount of development required in the future. • No detailed information has been given regarding the cost of, and provision for necessary increased infrastructure. • Impact on current highways (A6 corridor), health, public transport and health infrastructure. • Development in Forton on the scale proposed would not be sustainable – very limited amenities, increase in car usage. • Impact on A6 congestion north as south of Forton. • Greater proportion of affordable housing within large developments required to fulfil the housing needs of local communities. • Should focus on Fleetwood (regeneration) or Garstang which have the amenities needed.
650		<p>Barton - IO_132 – matters raised:</p> <ul style="list-style-type: none"> • Impact of additional traffic on the A6. Note impact of North Preston developments on the Broughton by-pass and the motorway junction (M6/M55). • Recent planning application to Preston City Council for an 8 acre site bounding the IO_132 site (southern boundary) refused - contrary to the NW Preston Plan and Preston's Core Strategy. • Lack of, or limited, village amenities to service a large development.
651		<p>Building on farm land is not sustainable owing to negative impact on food production.</p> <p>Concerned that local plan decisions are partially decided on the number and type of responses from different areas to the detriment of smaller areas such as Inskip.</p>
652		<p>Scorton - IO_89, IO_90, IO_91:</p> <ul style="list-style-type: none"> • Impact on the conservation area

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Lack of supporting infrastructure and inappropriate existing infrastructure. - narrow roads, bridge restrictions, no pavement to main road/bus route, limited street lighting, no bus service, small school , flooding impact, distance from train stations and motorway access. • History of previous developments – further expansion would spoil the village.
653	Option 1	<p>IO_78 and IO_79:</p> <ul style="list-style-type: none"> • Scale of the development considerable in comparison to the existing housing in Nateby. • Western most field in IO_78 floods badly after heavy rain. • LPG pipeline runs under the same field • Brown Hare population centred in the field adjacent to the western edge of IO_78. • The infrastructure required - improved roads, mains gas, mains sewerage, larger school, community centre/village hall, fibre broadband - would contribute to the destruction Nateby. <p>Query whether or not land owners been informed of these proposals.</p> <p>Support for option 1.</p>
656	Options 1 & 2	<p>Concern raised about development in Inskip for the following reasons:</p> <ul style="list-style-type: none"> • The village of Inskip needs smaller affordable houses for young people in the village and housing for the elderly (independent living) not luxury housing. • Limited bus service means reliance on the car. • Insufficient health infrastructure in Great Eccleston. • Development unlikely to deliver a new health centre or improved bus service. • Flood risk in Inskip and Stalmine under estimated by the Issues and Options document – local roads subject to localised flooding. • Limited road infrastructure with poor road surfaces some of which have reed bed foundations. • Scale of development contrary to Local Plan Policy SP9 (proposals should be of a scale that can be absorbed without detriment to the amenity of the settlement and SP11). • Character of rural villages needs to be maintained. <ul style="list-style-type: none"> • Opposed to Option 3. • Support for Option 1 and the need to improve and develop Fleetwood and surrounding areas. Support for establishing transport connections to the Peninsular.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Support for some development along the A6 owing to ease of access. • Compromise between Options 1 and 2 without impacting on the rural character of the smaller settlements in Wyre is supported. <p>Note that (especially elderly) residents of Inskip found the response form intimidating and hard to understand.</p>
657	Option 1	<p>Option 1</p> <p>Churchtown</p> <p>IO_107 – would extend the settlement area and impact upon the character.</p> <p>IO_108 –</p> <ul style="list-style-type: none"> • Potential environmental impact on adjacent Green Wood. • Major water pipe travels through this site. • Potentially hazardous access onto the A586 (poor sight lines.) • Increase in congestion at peak times. <p>IO_109 – matters raised –</p> <ul style="list-style-type: none"> • Development would detract from the view looking towards Churchtown down the Avenue where there is a line of mature trees on either side which give the Avenue its name. • Would urbanise the open aspects of the view to Churchtown. • Would increase traffic exiting on to the A586 close to the local school. <p>Catterall</p> <p>IO_110</p> <ul style="list-style-type: none"> • Impact on the rural nature of this area, loss of agricultural land and increased urbanisation on both sides of the A6. • Lack of local health and education infrastructure. <p>General</p> <ul style="list-style-type: none"> • No definition of what “limited development” means.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Increased traffic generation. • Flood risk in Churchtown. • Urbanisation of small scattered villages will detract from the visual appeal of the borough – impact on tourism and tourism-related business. • Housing should be created where employment exists, or can be developed. • No overall transport plans – either to increase public transport or proposals on how to ease congestion. • The plan should avoid the urbanisation of the rural communities of Wyre and focus on the Fleetwood peninsula which has the most need of revitalisation in order to deal with the deprivation which exists there.
658		<p>Forton - IO_82 and IO_83:</p> <ul style="list-style-type: none"> • The landowners have no intention of selling the land for development. • All future housing development should be confined to the Fleetwood area - have the roads and sewerage system to cope with additional housing.
659	None	<p>The three 'Options' do not adequately consider the impact on Barton village:</p> <ul style="list-style-type: none"> • Land has been allocated without the consent of the owners. • This development covers green belt land. • This development is an addition to the already significant expansion of home building throughout Barton village. • A6 at Barton is now at full capacity with significantly increased the risk of a serious accident (also along country lanes). • Inadequate road, educational, retail and health infrastructure.
661		<p>Winmarleigh - IO_80</p> <ul style="list-style-type: none"> • Siting – close to the A6 but will lead to a dramatic increase in traffic. • Inadequate and inappropriate local access – narrow lanes and bridges. Limited pavement provision for pedestrians. Local accident blackspots. <i>Although</i> configuration of the local roads and canal will isolate the development from the A6. • Nature of local traffic – potential conflict with: local school traffic (and limited parking at the school), HGV and farm traffic, tourist and other leisure users. • Effect on the local school – would need to be significantly increased – concern about the uncertain source of funding for this provision. • Proposed industrial element – unclear what this means in practice and compatibility with residential use. • Utilities – impact of developing new utility system (sewers etc) on local highway network – excavation of local roads and subsequent impact on the quality of such, increased traffic generation and associated hazards. • Scale of development – impact on local farming and creation of a new dormitory village.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Elderly residents – concern about isolation as there is not the local supporting infrastructure in place (e.g. health) especially for those who do not drive.
662	Option 1	<p>Support for Option 1:</p> <ul style="list-style-type: none"> • Enough houses in the Garstang and surrounding area. Building along the A6 corridor would devastate the area. • Loss of valuable agricultural land. • Impact on the sewage works and water system. <p>Unable to use the Response Form which is very difficult the layman to understand.</p>
663		<p>Winmarleigh - IO_80</p> <ul style="list-style-type: none"> • Focus development on existing areas where the impact is not on our countryside. • The countryside should be protected from development including retail parks.
664	Option 3	<p>Garstang - The A6 corridor and option 3 is the better of the three options.</p> <p>IO_100, IO_101 and IO_102</p> <ul style="list-style-type: none"> • Additional housing close to the close to the town centre would destroy is character. • Garstang town centre and its immediate surrounds should be protected and preserved and remain a focal point of interest, a place to visit, a place to encourage visitors. • Impact of extra housing on additional traffic on an already congested area. Note proximity of the school and bridge.
666		<p>Thornton - IO_26 and IO_27</p> <ul style="list-style-type: none"> • Additional homes not needed – homes on the Bourne development have failed to sell. • Little employment in the area for professionals. • The development of family housing would increase commuting. • Impact on existing traffic congestion. • Insufficient education and health infrastructure.
668		<p>IO_78 (Nateby) and IO_70, IO_71, IO_72 (Inskip)</p> <p>The route of the North West Ethylene Pipeline (NWEP) passes through Wyre Council area including the above sites.</p>
671		<p>The Local Plan should include a Tidal Barrage across the river Wyre - clean energy production, positive tourism impacts and boost to the local economy.</p>
671a		<p>Thornton - IO_26, IO_27 and IO_28</p>

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ID	Option	Matters raised
		<p>Land should be viewed as unsuitable for development as a result of the recent planning decision (Lambs Road).</p> <p>The sites should be designated as Green Belt.</p>
672		<p>The Local Plan should include a Tidal Barrage across the river Wyre - clean energy production, positive tourism impacts and boost to the local economy.</p>
675		<p>Built environment 3.13, housing, and associated matters: Building on gardens and/or demolishing existing properties, replacing them with additional properties, should be prohibited or strongly discouraged - detrimental impact on the character, amenity, population density, affordable housing, and services of an area.</p> <p>Natural environment 3.28 & Issues: The section on climate change, flood risk, and issues does not include any references to issues arising from surface water run-off and related flooding through lack of maintenance of gullies and/or problems with sewer capacity/blockages.</p> <p>Transport, 3.36: The train service from Poulton-le-Fylde to Manchester is not "limited" – at least two trains an hour that provide a direct service to Manchester, similarly for return services.</p> <p>General comments: Developers, housing and otherwise, should be strongly encouraged to incorporate the use of: solar energy, insulation over and above that required by law, combined heat and power generation particularly in business developments and housing schemes, and 'green' roofing which helps to control run-off.</p> <p>Developers should utilise roof areas, where appropriate, to best effect and make provision for all services (e.g. gas, electric, communications) such that the need for subsequent excavations are eliminated.</p>
677		<p>Concern raised about development in Barton for the following reasons:</p> <ul style="list-style-type: none"> • Existing developments constitute a very large in the number of properties in Barton. • Impact on traffic generation, insufficient sewerage, lack of services and facilities, including shops (which are currently lacking), insufficient medical and health infrastructure. • Concerned about urban sprawl along the A6.

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ID	Option	Matters raised
682	None	<ul style="list-style-type: none"> • Loss of character. • Question the legitimacy of approving piecemeal any planning applications from developers in advance of the local plan. • Needs to be a compatible approach to Barton from Preston City Council and Wyre Council. • Existing permissions and those awaiting a decision will bring 125 new houses to Barton, representing a considerable increase in the housing stock which is completely out of all proportion in this small rural village. • More detailed appraisal of housing needs in Barton required. Lack of evidence that the proposed scale of development is required. Existing homes for sale in the village suggests new housing not required. • All three Options presented will result in a substantial increase in traffic on the A6 and adjoining roads which will exacerbate existing problems, particularly during peak periods. • Traffic may look for alternative routes. However, Barton village roads are mainly narrow country lanes with limited footpaths and poor visibility due to bends etc. Access to the two primary schools in the village will become even more hazardous than it is at present. • Completion of the Broughton Bypass will not help the situation in Barton. Further large scale developments proposed in Catterall and Garstang will also add to the traffic problems through the village. • There has been a reference to maintaining cycle facilities along the A6 by relocating existing cycle lanes so that there are shared footpaths and cycleways on the existing footways however – limited space and a recipe for disaster. • The bus service is limited, expensive and infrequent. • Longstanding, significant sewerage and drainage problems in Barton which could be made worse by these proposals. • Flood risk. • Lack of local shops, post office, cash points, doctor and other healthcare services within Barton necessitating car or bus journeys for access to everyday amenities. • Local schools have limited additional capacity. Extending the schools physically and increasing the school roll will result in increased traffic volumes which may be difficult to manage. • The 12 strategic objectives are all sound. Real challenge is to achieve the key goals that will affect the village. • At present none of these options is appropriate as there is insufficient information relating to how the issues above can be resolved.
684	Option 3	<p>Option 3 “spreads the load”.</p> <ul style="list-style-type: none"> • Local services and infrastructure need to be improved to cope with an increased population. Currently inadequate. • Vacant properties should be utilised. • Any further development requires works on roads, schools, health services, supermarkets.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • The vision needs to be consistent with neighbouring authorities. • Issues and options document is not user friendly – complex and jargonistic – alienated. Questions could have been simpler – would have generated more responses.
685		The Local Plan should include a Tidal Barrage across the river Wyre - clean energy production, positive tourism impacts and boost to the local economy.
686		Garstang - IO_100 <ul style="list-style-type: none"> • Additional traffic generation – already congested in term time. • Loss of productive agricultural land. • Loss of the natural beauty of the area. • Flood risk. • Loss of views. • Impact on the character of the area and impact on recreational use.
688	Option 3	Option 3 Oppose option 2 – <ul style="list-style-type: none"> • Impact on the character of Garstang • Natural attractions should be used to attract locals and tourists. • Flood risk. • Addressing problems of sewerage and additional access would destroy the natural landscape.
691		Concern raised about development in Scorton for the following reasons: <ul style="list-style-type: none"> • Existing flooding issues • Local road infrastructure insufficient to accommodate the scale of development proposed - narrow lanes and narrow/low bridges • Limited educational and retail infrastructure. • Impact on the character of Scorton from possible cycles of future development.
692		<ul style="list-style-type: none"> • Support for development at the western end of Churchtown – new site – adjacent IO_107 - suggested for development. • Smaller site than others suggested and as such would have less impact on the village and less flood risk. • Potential for access onto Ainspool Lane. • Development in the east of the village (IO_109) would be visually intrusive and create highways issues at the junction of the A585 and A6. Also flood risk and impact on the conservation area.

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ID	Option	Matters raised
695		<p>Scorton - IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Potential for harm to the conservation area, Area of Outstanding Natural Beauty and local wildlife. • Developments would be out of proportion to the existing scale of the village. • Current flooding issues would be compounded. • Inadequate local highway infrastructure with lack of pavements. • Existing lack of parking and congestion. • No public transport – development would increase car use. • Impact on the character of the village and hence on tourism. • Questionable demand for new properties. • Support for small scale development in consultation with local people that provides affordable housing to local people that is developed to be sympathetic to the area and with improved infrastructure.
696		<p>Scorton - IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Existing major addition to the village – the old cotton mill. • Scorton is part of a conservation area. • Already insufficient parking. • Existing flood risk. More development would add to this. • Query viability of IO_89 – between houses and the motorway. • Sewerage system at capacity. • Congestion in and out of the village and on to the A6 from Gubberford Lane.
697		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • Lack of parking. Congestion. • Proposed development out of scale with the existing village. • Impact on character. • Natural areas of beauty - protected status. • Two housing developments in the past 10 years – village is at capacity – insufficient infrastructure (education, health and roads.) • No public transport links. • Frequent power cuts. Issues around lack of sewerage and drainage capacity. • IO_89 and IO_90 - off Factory Brow - busy, fast and dangerous. • A6 congestion. Need a new motorway junction first.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Local highway network consists of roads in poor condition. • Query whether or not there is the demand for new houses in the village. • If small amount of development has to take place, bungalows preferred.
716		<p>Opposed to Option 2 i.e. development along the A6 corridor:</p> <ul style="list-style-type: none"> • Existing major traffic congestion will be exacerbated by increase traffic. • Impact on rural beauty and wildlife. • Inadequate existing health infrastructure. • Impact on the heritage and character of the area with associated implications for tourism. • Particular concern about potential impact of development on Garstang castle. • Prefer to see development directed toward the coastal strip – create renewed vibrancy and enhance a region that has suffered decline.
730		<p>Garstang - IO_98</p> <p>Concerned about impact of the development on the junction of Longmoor Lane and Nateby Crossing Lane. Already a busy “near miss” junction.</p>
764		<p>Concern raised about development in Barton for the following reasons:</p> <ul style="list-style-type: none"> • Traffic generation on the narrow A6. • Lack of educational, health service and sewerage capacity. • Residents wish to live in a semi-rural location.
765		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
766		<p>Not a local plan matter? Dm?</p>
767		<p>Objects to all development in Churchtown.</p> <p>IO_108</p> <ul style="list-style-type: none"> • Previous refusal for a single bungalow 35 years ago on basis of extending the settlement boundary. • Productive agricultural land.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Part owner of Nook Lane – would refuse access.
768		<p>Concern raised about development in Scorton for the following reasons:</p> <ul style="list-style-type: none"> • Restricted road access to the village. • Development would make the village less attractive to visitors and result in loss of business. • Insufficient educational, health and public transport infrastructure. • Proposed development to the west lies on the flood plain.
769		<p>Scorton - IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Restricted road access to the village. • No dedicated car park. • Lack of footpaths • Development would make the village less attractive to visitors and result in loss of business. • Insufficient educational, health and public transport infrastructure. • Flood risk and drainage issues – existing flooding occurrences. Existing system at capacity. • Loss of productive farmland. • Impact on the conservation area and AONB. • Impact of large scale development on the heritage and culture of the village.
771		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
773		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton.

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ID	Option	Matters raised
774		<ul style="list-style-type: none"> • Would lead to an unacceptable increase in traffic levels. <p>Concerned about development in Scorton:</p> <ul style="list-style-type: none"> • Flood risk – existing occurrences. • Inadequate road infrastructure. • Development would destroy the beauty of the village. • Lack of bus service. • Impact on the conservation area and AONB.
776		<p>Concerned about development in Scorton:</p> <ul style="list-style-type: none"> • Limited road access/inadequate road infrastructure – narrow lanes and bridges. • Would exacerbate existing parking and congestion problems. • Impact on tourism – attractiveness of the conservation area and AONB.
777		<p>Concerned about development in Catterall:</p> <ul style="list-style-type: none"> • Adjacent to an area of outstanding natural beauty - impact on the character of the area, impact on wildlife (e.g. hen harrier) and habitats, impact on network of public footpaths. • Loss of farmland. • Flood risk – fields east side of Garstang Road. • Insufficient local infrastructure – educational, health. • Poor internet connectivity. • Insufficient employment opportunities to support growth. • Road quality poor. • Minimal policing. • Road safety – busy and dangerous roads and junctions along the A6. • Insufficient demand to justify additional housing.
778		<p>Churchtown - Development contrary to the purposes of establishing the conservation area. Increase in traffic and impact on the junction of the A6/A585.</p> <p>IO_107</p> <ul style="list-style-type: none"> • Issue of proximity to the sewage works – would create a public nuisance issue. • Impact on the setting of a listed building (Grade 1 St. Helen’s).

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Flood risk. <p>IO_108</p> <ul style="list-style-type: none"> • Site accessed along a private road (Nook Lane) • Drains cross under the site. <p>IO_109</p> <ul style="list-style-type: none"> • Site contributes to the setting of the conservation area. • Lies in close proximity to the school and hence traffic would cause safety issues.
779		<p>Concern raised about development in Catterall for the following reasons:</p> <ul style="list-style-type: none"> • The market will be flooded with houses which will remain empty. Need to be limiting people to one house only. Lots of empty rental properties in the area. • Significant flood risk – the land floods in winter and act as a flood plain. • Drainage and road infrastructure will be unable to cope. • Insufficient educational or health infrastructure. • Impact on footpaths that cross the land and on wildlife. • Build close to Preston city centre which has the infrastructure to cope.
780		<p>Concern raised about development in Inskip for the following reasons:</p> <ul style="list-style-type: none"> • Inskip is in the Green Belt. • Already extra houses built in the last 20 years. • Insufficient educational, health and retail facilities. • Inadequate sewerage system. • Inadequate bus service. • Impact on views of the Bowland Fells. • Fields flood. • Pipeline runs through the site. • Impact on house value.
789		<p>Scorton - Support for sites IO_89 and IO_90, including the development of a car park and mix of houses for people of all ages.</p>

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ID	Option	Matters raised
790		Scorton - Support for sites IO_89 and IO_90, including the development of affordable housing and support for the development of an allotment in the village. Development needed in small villages to keep them vibrant and current.
791	Option 2 & 3	<ul style="list-style-type: none"> • Scale of proposals will have a material effect on the borough. • Option 1 would urbanise the whole of the western portion of the borough and add to existing traffic problems. • Would opt for a combination of options 2 and 3. Should consult with all parts of the borough on where new houses should be built. • New industry and businesses needed to support the population and new inhabitants. • Need to take a wider and more regional view of development needs e.g. Blackpool has brownfield sites that could absorb development. <p>Options 2 & 3.</p>
794		<p>Concern raised about development in Barton for the following reasons:</p> <ul style="list-style-type: none"> • Proposed and pipeline developments will destroy the character of the village. • Insufficient services/infrastructure - educational, health and retail. • Traffic congestion on the A6. • Access from White Horse Lane – single track road accessing onto an accident blackspot.
797		<p>Support for development in the Fylde peninsula as an area with high deprivation. Development would bring employment and facilities.</p> <p>Sites in Churchtown – risk of flooding and extra traffic on busy A585 at its junction with the A6.</p> <p>Development would destroy nucleated setting of the conservation area.</p> <p>IO_108</p> <ul style="list-style-type: none"> • Frequently under standing water. Includes an open well. Dykes and well flood. • Access from Nook Lane onto the A585 involves an obstructed view. • Potential impact on the (bluebell) wood. <p>IO_107</p> <p>Adjacent sewage works – odour issues.</p>
798		<p>Concern raised about development in Churchtown for the following reasons:</p> <ul style="list-style-type: none"> • Development would destroy nucleated setting of the conservation area.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Traffic and congestion issues, including access into/out of sites and impact on the A6 junction. • Lack of services and facilities – no shop, post office or doctors. <p>IO_108</p> <ul style="list-style-type: none"> • Frequently under standing water. Includes an open well. Dykes and well flood. • Access from Nook Lane onto the A585 involves an obstructed view. • Potential impact on the (bluebell) wood. • Proximity to the school – safety issues arising from congestion at the junction with the A6.
799		<p>Concern raised about development in Thornton for the following reasons:</p> <ul style="list-style-type: none"> • Flooding and drainage/sewage issues. • Narrow lanes. • Lack of sufficient educational and health infrastructure. • Loss of countryside and identity. • Traffic issues getting worse.
800		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
801		<p>Concern raised about development in Churchtown for the following reasons:</p> <ul style="list-style-type: none"> • Traffic congestion • Proximity to sewage works (IO_107) – odour. • IO_109 - Loss of green space in proximity to the conservation area. Proximity to school and A6 junction – traffic issues. • IO_108 – main drains positioned under the land. Would involve loss of trees.
802	Option 1 & 2	Prefer a hybrid of Option 1 and Option 2.

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ID	Option	Matters raised
		<p>Peninsula has better infrastructure and is the location of poorer parts of the borough.</p> <p>IO_08, IO_92, IO_94, IO_97, IO_99 - Development along the A6 would be detrimental to the area. Would double size of Garstang and increase car usage – limited public transport. Insufficient school places and health facilities.</p> <p>Development should be kept within the limits of Garstang. Development would increase the number of access points onto the A6 and hence slow down traffic. Issue of safety and visibility in relation to hump backed bridges.</p> <p>Loss of countryside.</p> <p>Developments in of close to Garstang should contribute to the cost of enlarging the health centre and increasing car parking.</p> <p>IO_93 – too far north.</p> <p>IO_95, IO_96 - Should go ahead but off a single access arrangement off Gubberford Lane whilst restricting access to Green Lane East to ensure it remains safe for walkers. New pedestrian path along Gubberford Lane required.</p> <p>IO_100, IO_101, IO_102 - Development possible subject to appropriate access arrangements and provision of pedestrian footpaths and car parking areas for residents and parents dropping off/picking up.</p> <p>IO_110, IO_114 - Development needs to be confined to the village boundary. Would lead to a substantial loss of countryside.</p> <p>Support the development of: IO_05, IO_06, IO_89, IO_90, part of IO_91, IO_104, IO_111, IO_112, IO_113, IO_115, IO_118.</p> <p>No to – IO_103, IO_105, IO_106, IO_116, IO_117, IO_119, IO_120 (excessive development in the countryside.)</p> <p>IO_126 – potential railway station car park for a new station along the West Coast mainline in this location.</p> <p>Preston has refused plans to extend Barton- would lead to urban sprawl and inappropriate extension of a rural village.</p>

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ID	Option	Matters raised
		<p>Developers should be made to give more back to the local community including contributing to better infrastructure and the creation (and maintenance) of a green environment with footpaths linking developments.</p> <p>Developers should pay towards the creation of sites for Gypsies and Travellers.</p>
803		Scorton - IO_89 , IO_90 - Support on the basis of improving the mix of housing in the area and improved opportunity to live in the area.
804		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
805		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton. • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
807		Support for growth but need to consider drainage issues as there is local evidence of drainage being unable to cope with existing housing in Winmarleigh.
808		<p>Barton - IO_130, IO_131</p> <p>Development will lead to conflict caused by traffic exiting onto the A6 – obstructed views.</p> <p>Note also the presence of farm traffic.</p> <p>Impact of development on the countryside.</p>
811		<ul style="list-style-type: none"> • Need to ensure that future development does not put undue pressure on existing facilities. • Inward investment needed on transport routes – especially the A585 – congestion detrimental to attracting residential and commercial development. Infrastructure needs improvement before large scale development.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Poulton to Fleetwood railway line should be protected. Plans for the fish park should not be allowed to conflict with the location of a Fleetwood Station. • Need to attract marine services into Fleetwood Port and safeguard vacant Associated British Port land for marine services and barrage. • Need to protect coastal and other green areas – link to tourism offer. • Need to take in to account effects on transport – especially narrow rural roads – residential properties, tourism, the environment and existing commercial concerns resulting from the Halite approval and any possible future fracking.
816		<p>Concern raised about development in Garstng for the following reasons:</p> <ul style="list-style-type: none"> • Plans will destroy Garstang - visited by people because of its compactness and uniqueness. • No need for another industrial area – already have two. • No need for another hotel. • No need for another supermarket. • Insufficient health and educational facilities. • High level of traffic already on the A6. • Should focus on brownfield sites.
825		<p>Thornton - IO_26, IO_27, IO_28</p> <p>Object to any future development on the countryside bounded by Lambs Road, Skippool Road, Raikes Road, Stanah Road and Underbank Road.</p>
849	Option 1 & 3	<p>Small-scale retail will not provide sufficient job opportunities.</p> <p>Preference for a hybrid of options 1 and 3. It is unfair to largely develop one area.</p> <p>Fleetwood, Cleveleys, Thornton and Poulton-le-Fylde have better infrastructure provision to cater for growth. They are also more deprived and require investment. Further development should be evenly dispersed across most of the other settlements.</p> <p>Option 2 (and 3 as it stands), centring development on Garstang and A6 would be detrimental to the area.</p> <ul style="list-style-type: none"> • Garstang would double in size. • More cars will be on the roads. • Insufficient school places • Insufficient healthcare

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ID	Option	Matters raised
		<p>Plans for expansion of rural villages will lead to suburban sprawl. Developers and land owners stand to make high profits from these proposals. They must contribute towards maintenance of the green environment with safe footpaths linking safe footpaths with housing and open spaces.</p> <p>Garstang Developments should be kept within the boundary (i.e to the East of) of the A6 in order to avoid sprawl and congestion. Introduction of entrances to the A6 will cause delays and hazards.</p> <p>Against development of sites due to loss of open countryside: IO_92, IO_94, IO_97, 98, IO_08, IO_99</p> <p>IO_93 is too far North and should not be developed. Doctor’s surgery in Garstang needs enlarging and access improving. Car parking provision is insufficient and access by public transport is poor.</p> <p>In favour of development on sites: IO_95, IO_96, IO_100, IO_101, IO_102 Access to both sites must be considered and should be consulted on when planning applications come forward. IO_104, IO_06, IO_111, IO_112, IO_113, IO_115, IO_118, IO_05, IO-90, IO_89, IO_91</p> <p>Against development of: IO_110, IO_114, IO_103, IO_106, IO_105, IO_116, IO_117, IO_119, IO_120 Infill development should be favoured over loss of Greenfield sites.</p> <p>A shuttle to neighbouring trainstations would be beneficial.</p> <p>Traveller sites should not be located close to other housing.</p>
850		<p>Disappointed not to have been directly informed about proposal for Fairfield Road site. Against development of site due to impacts on levels of pollution, environment, congestion, wildlife and countryside.</p>

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ID	Option	Matters raised
		<p>Poulton-le-Fylde is congested and further increases in traffic will be unfair to existing community. Concerns over loss of wildlife. Smaller pockets of development along A6 where there is room for development is preferable.</p>
851		<p>Objections for Option 2 (Barton): Lack of local services. Reliance on car transport. Road networks are at capacity. A6 corridor is surrounded by a series of minor rural roads which cannot support further traffic. Scale of proposed development is too high to be sustainable. There is no 'need' for additional housing within Wyre. Development will ruin visual rural qualities enjoyed by thousands of people as they travel along the A6. Barton, Bilsborrow and Catterall must maintain their identity and boundaries.</p>
852		<p>Objection to suggestions for 'Land at A6, Garstang Road, Barton, Preston':</p> <ul style="list-style-type: none"> • Falls within greenbelt, • Already a significant expansion to homebuilding throughout Barton Village, • Lancashire Country Council has already objected to all developments along A6 as traffic is already at full capacity. • Constabulary indicate that level of traffic will increase number of accidents, • Primary schools are at capacity, • Lack of infrastructure provision.
853		<p>Objection to suggestions for 'Land at A6, Garstang Road, Barton, Preston':</p> <ul style="list-style-type: none"> • Falls within greenbelt, • Already a significant expansion to homebuilding throughout Barton Village, • Lancashire Country Council has already objected to all developments along A6 as traffic is already at full capacity. • Constabulary indicate that level of traffic will increase number of accidents, • Primary schools are at capacity, • Lack of infrastructure provision.
855		<p>Tidal Barrage should be included in Local Plan. This will produce clean energy but also attract visitors to the area, thus boosting the local economy.</p>

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ID	Option	Matters raised
856		<p>Neighbouring Local Authorities should be consulted over plans for Barton. Barton lacks retail. Developers should be required to provide retail units as a condition of approval for housing development.</p>
857		<p>Barton</p> <ul style="list-style-type: none"> - A6 cannot support more traffic, - Schools are at capacity, - Additional housing will be to the detriment of existing village community, - Lack of GPs and shops, - Strain on drainage/sewerage,
858		<p>Against development of housing in Barton:</p> <ul style="list-style-type: none"> - Increased traffic problems, - Lack of pedestrian crossing on A6, - GPs are stretched,
859		<p>Barton</p> <ul style="list-style-type: none"> • A6 is hazardous. • Village lacks community facilities. • Poor public transport. • Barton is a community Village and should be preserved. Consideration for type of housing provision (i.e. bungalows) should be considered. • Housing must be attractive and varied. • Affordable housing must be provided for the young. • Nature and play facilities should be included. • Lack of entertainment will lead to antisocial behaviour. • Infrastructure must be in place prior to development. <p>Housing may be a priority but local concerns and problems must be given fair consideration.</p>

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ID	Option	Matters raised
860		<p>Objection to inclusion of agricultural land alongside A6 at Barton.</p> <ul style="list-style-type: none"> - A6 is at full capacity, - Lack of local amenities, - Loss of local farms, - Concerns over dependency on food imports, - Additional housing is not needed.
861		<p>Objections to use of IO_130, IO_131, IO_132:</p> <ul style="list-style-type: none"> - A6 is at capacity, - Station Lane, Jepps Lane and Whitehorse Lane are hazardous and too narrow, - Development decreases road safety, - Loss of rural nature in Barton Village,
862		<p>IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.</p>
864		<p>IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.</p>
866		<p>IO_26, IO_27 and IO_28</p> <p>Seeks re-designation as green belt following the refusal of planning permission (IO_26) on the basis of encroachment into the countryside..</p>
867		<p>IO_91, IO_90, IO_89,</p> <p>Concerns (Scorton):</p> <ul style="list-style-type: none"> - Road access to Scorton is dangerous. - Flooding will be exacerbated by additional housing. - Schools are at capacity. <p>Scorton needs protecting. It is linked to the Trough of Bowland AONB. There is a sense of place, history, charm, pride and community. People visit Scorton as an escape to relax. Over development will be detrimental.</p>

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ID	Option	Matters raised
868	Options 1 & 3	<p>IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.</p> <p>Option 1:</p> <ul style="list-style-type: none"> - Development should be directed towards Over Wyre (incl. districts of Blackpool, Poulton, Thornton). - Better facilities in these areas (incl. wider roads, train stations, public transport, employment) - Blackpool will benefit from development in these areas. - Surrounding villages can take additional smaller developments within commuting areas. <p>Option 2 – Strongly against:</p> <ul style="list-style-type: none"> - Developing additional houses in Garstang will exacerbated congestion and lead to an increase in mortalities. - Development along A6 will be an eyesore, - Image of beautiful historic town will be lost. <p>What is needed in Garstang is:</p> <ul style="list-style-type: none"> - Integrated network for people exploring the area by canal, footpaths, cycle ways and tourist routes. - Additional employment should be on the outskirts of Garstang. - People will move away from Garstang if development goes ahead. - Integrated transport network is needed to take commuters. <p>Option 3:</p> <ul style="list-style-type: none"> - Small villages and greenfield sites should take development - Existing roads will take smaller extra developments. <p>Requirements:</p> <ul style="list-style-type: none"> - Easy access to roads, - Driving should be enjoyable, - Less traffic jams. <p>Only land owners stand to benefit from proposed development. Planners should support the community.</p>

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869		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.
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895		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.
896		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt. Aside: this should be done by 5pm (unknown date).

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897		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.
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899		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.
906		IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.
907		<p>IO_89, IO_90 – supported</p> <p>Land owners will ensure that scheme is balanced and include a range of affordable homes, starter homes, family homes and homes for older residents.</p> <p>Car parking, play areas, allotments and a tourist information point would be included.</p> <p>Development would be sustainable and include the following facilities:</p> <ul style="list-style-type: none"> - School, - Local shops, - Local businesses, - Cultural venues, - Public houses, - Places of worship. <p>Wyresdale Park Estate will maintain a tradition of an Agricultural and Sporting Estate but the proposal will hopefully provide the business to support this long term ambition. Wyresdale Park carries responsibilities of maintenance of a grade 2 listed building.</p>
910		Promotes a site Land to the rear of Smallwood Hey Lane and off Car Lane, Pilling for up to 36 houses. Site lies within flood zone 3 with residential use on all of its boundaries. Site is located within the settlement boundary of Pilling. The site is sustainably located, is deliverable and available.
912		Notes that it is not necessary to consult the Civil Aviation Society about strategic Planning documents (other than those with direct aviation involvement.)
913		<p>Planned growth will present challenges to the NHS to meet demand.</p> <ul style="list-style-type: none"> • Student nurses and clinical staff need to be attracted to the area.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Pressure points need to be identified. • Developer contributions should be sought toward improving provision in areas where additional housing will result in a shortfall. These should be acknowledged in the Local Plan. • Policy should support alterations and extension of existing sites to accommodate demand. • In localities where new premises are required the Local Plan should identify new sites for expansion/new healthcare facilities. • Health Impact Assessments should be included: ‘In order to help reduce health inequalities, the council will require health impact screening to be undertaken for all major development proposals on strategic sites. A full independent HIA will be required if the screening demonstrates need.’ <p>Health impact screening will be required for all major development proposals on strategic sites. A full independent Health Impact Assessment will only be required if screening demonstrates a need.</p> <p>Option 1: Places pressure on existing infrastructure. Option 2: A6 corridor falls outside the CCG’s remit. Option 3: There is a case to say that where the CCG is best placed to meet new demand is at its new town centres. Acknowledgement from the Local Authority is required to show that existing Primary Care Centres may need to expand (Fleetwood Dock, Fleetwood Broadway, Poulton Civic Centre, Thornton and Cleveleys). The CCG, or any successor organisation, must have its needs included in the draft stage.</p> <p>Blackpool Teaching Hospital NHS Foundation Trust and Lancashire County Care Foundation Trust should both be engaged with to understand their views on the options, strategic estates plans and potential opportunities.</p>
914	Options 1 & 2	<p>Supports the housing provision assessment.</p> <p>Option 1:</p> <ul style="list-style-type: none"> - Rural centre could suffer due lack of focus. - There may be loss of greenbelt. - Non greenbelt land is available; review of greenbelt goes against NPPF and NPPG. <p>Options 1 & 2 score well in the SA</p>

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ID	Option	Matters raised
		<p>Option 3: Concerns</p> <ul style="list-style-type: none"> - Small scale development will be spread too thinly, - Will not support vitality of communities, - Unlikely to deliver improvements to local services and facilities due to lack of scale. <p>Supports Hybrid of options 1 &2</p> <ul style="list-style-type: none"> • Council should not place too much pressure on developing the West due to greenbelt and coastal restrictions. • Focusing on the main urban areas alone will neglect the bulk of the rural areas or result in unsustainable patterns of development. • A6 provides an opportunity for the Council to develop ‘rural spine’ to serve the wider rural area. • Detailed consideration of the A6 could help create a multimodal transport strategy. • A focus on main towns will improve transport, services, homes and facilities without impacting upon the greenbelt. • Will provide a balance of housing provision. <p>Supports identification of sites IO_130 and IO_131 for residential development and wider opportunities available at South Planks Natural Retreats. Sites are accessible by bus. Sites are close to schools and other facilities. IO_130 is owned by the duchy of Lancaster and could accommodate up to 60 dwellings.</p> <p>South Planks Farm could also be developed further than recent leisure application. It is accessible from Preston and has existing community facilities close by.</p> <p>Land owner is committed to high quality development and has their own design guide. They would also ensure delivery and quality. There is ample land available for landscaping and ecological mitigation.</p> <p>Estate plan enclosed.</p>
917		<p>IO_26, IO_27, IO_28 are unsuitable for development. Recent planning applications have been refused due to ‘encroachment upon the countryside’, this should be included in the Local Plan. Listed Sites should be designated greenbelt.</p>
918		<p>New Ridge Farm site suggestion</p>

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ID	Option	Matters raised
924		<p>Decision to review previously proposed spatial strategy is supported due to the findings of the Fylde Coast Strategic Housing Market Assessment.</p> <p>Limiting development in rural areas is not the most sustainable and deliverable option when considering the policies in the NPPF and development constraints facing the Borough.</p> <p>Whilst urban areas should support a large proportion of the Borough’s growth, rural settlements also require growth in order to maintain vitality and sustainability of rural communities. Reference to the Planning Practice Guidance, “it is important to recognise the particular issues facing rural areas in terms of housing supply and affordability, the role of housing in supporting the broader sustainability of villages and smaller settlements”.</p> <p>Social exclusion from services and facilities in rural areas will occur if option 1 is chosen.</p> <p>Extension of settlement boundaries onto greenfield land will be necessary whichever spatial strategy is chosen.</p> <p>Some settlements within Wyre can accommodate significant growth without loss of greenbelt, prime agricultural land or use of floodplains.</p> <p>Rural areas can be developed without using flood prone sites and loss of greenbelt. Areas will also benefit from improved services. These areas can accommodate more development without the same constraints.</p> <p>Greater dispersal will increase the ability to deliver short term housing needs. Options 1 and 2 require significant additional infrastructure which will be slow to deliver.</p> <p>Settlements suitable for larger growth:</p> <ul style="list-style-type: none"> - Great Eccleston, - Stalmine, - Pilling, - Inskip.

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ID	Option	Matters raised
		Winmarleigh and other settlements should accommodate growth that is proportionate to their size. This will reduce pressure on infrastructure in existing main urban areas.
927		<p>Inskip - In addition to the answers given to the Issues and Options Response Form, the following comments are made:</p> <p>The Parish Council has consulted with landowners and have the following proposal:</p> <ul style="list-style-type: none"> - Reject all proposed sites with the exception of land brought forward by Metacre. - Development should be limited to land of lesser agricultural value in proximity to the Derby Arms. - The village lacks 'quality' careful development provides the opportunity to address this. - Derby Arms should become a focal point, enhancing Inskip's rural status, along with the creation of a village green. The green should be of a similar size to Wrea Green and large enough to play cricket. This should be located on field no. 5852 which is owned by Metacre. - Housing should be sited around the proposed 'green'. - Housing should be a mixture of cottages and executive style housing. - Land affronting the green should be reserved for a Village Hall (IO_71). - Further farm fields belonging to Mr D. Cooper should be made available for development, including: no. 4551 and half of no. 3345. - Land between Preston Road and Higham Side Road (incl. 3460) may be developed but must be linked to the existing settlement and include a mixture of housing types, i.e. starter homes, bungalows and market housing. - Land surrounding Preston Road has been identified by residents as the best place to locate future development. - Derby Arms would benefit from surrounding development as it would become more central. This would improve community. - It may also create a retail outlet in this vicinity that would not only serve the village but those employed by Nightjar Way Industrial Area. - Development within walking distance of Nightjar Way would benefit from access to employment and a children's nursery. - Location is in close proximity to sewerage works. Development, therefore, would not be too disruptive to the existing village. - Properties on Carrs Green could be connected to the Main sewer alleviating years of drainage issues. <p>This proposal would have least impact upon existing residents.</p> <p>Agricultural Land Classification and Soil Resources (Land Off Preston Road, Inskip) Development on the edges of settlements in Pilling, Kirkham and Bilsborrow will result in the loss of the best and most versatile agricultural land. Loss of Grade 2 land at Inskip is not significant as 30% of Wyre's agricultural land is of the same grade.</p>

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ID	Option	Matters raised
930		<p>Green Belt:</p> <ul style="list-style-type: none"> • B.C. would welcome the opportunity to comment in the event of further changes to the Green Belt review. <p>Gypsies, Travellers and Travelling Showpeople:</p> <ul style="list-style-type: none"> • The challenges in finding suitable sites are agreed with (para. 3.14). <p>Spatial Strategy Options:</p> <ul style="list-style-type: none"> • Concerned over the impact of Option1 on existing infrastructure in Blackpool. In particular, transport, schools and health facilities. It is worth consulting with Blackpool LEA to discuss this further. • Options 2 and 3, the impact on Blackpool’s infrastructure for these options also need to be understood. <p>Impacts and mitigation need to be discussed further through the Duty to Co-operate.</p> <p>Other Observations:</p> <ul style="list-style-type: none"> • With regards to the Strategic Objectives it may be useful to also make reference to how objectives link with the Wyre Council Plan. • Blackpool would welcome recognition in the objectives of the wider Fylde Coast Sub region in particular with respect to economic growth (objective 2) and tourism (objective 3). With respect to how tourism in Wyre will be complementary to the Fylde Coast as a whole. • Objective 6 – reference to gypsies, travellers and travelling show people could also be included.
931	Option 3	<p>Option 3</p> <p>Spatial Portrait:</p> <p>2.9, Implies that a significant shift in housing requirements to satisfy the needs of the aging population and encourage younger people to stay in the region to support the local economy.</p> <p>2.12, higher house prices in rural areas could be a result of developing large executive homes.</p> <p>2.33, there should be an emphasis on the poor quality of the majority of roads in the rural areas.</p> <p>2.34, poor bus connections across the rural areas are understated.</p> <p>Key Issues:</p> <ul style="list-style-type: none"> - Adequate medical facilities, - Delivery of housing appropriate to demand, i.e. 1 and two bedroom properties, - Roads need significant improvements, how will this be addressed?

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		<p>Vision:</p> <ul style="list-style-type: none"> - It will be difficult to achieve the key objectives, some of which are mutually exclusive (e.g. objectives to "retain local character and distinctiveness" whilst planning to double the size of several settlements through development on greenfield sites.) - Improving road provision is unrealistic given the lack of funds and direct control over the currently inadequate network. - <p>Strategic Objectives:</p> <ul style="list-style-type: none"> - Supported with reservations over realism and deliverability. <p>Spatial Strategy:</p> <ul style="list-style-type: none"> - Option 3 is preferred. This option is the most deliverable and is also the most likely to achieve the key objectives. - Option 2 is not supported. This would double the size of Garstang/Cabus. It is unsustainable and inconsistent with key elements of the vision (incl. improving the natural environment, ensuring adequate service provision, minimising environmental footprint). - Housing will need to be delivered along the A6 but not at the scale proposed in option 2. - Recent application 14/005561/OUTMAJ was refused due to the 'anticipated severe adverse impacts upon highway capacity'. Road capacity is already a block on development. There are no plans for LCC to invest in improving local road networks. There is also concern over the cost of providing additional school places. - Option 2 should also be considered in the context of approved and pending applications.
932	Options 1 & 3	<p>Concerns over timescale and delay in the writing of the Local Plan.</p> <p>Figures for housing provision:</p> <ul style="list-style-type: none"> • RSS guided the Preferred Options report which identified a need for 226 new dwellings per annum with of total of 4520 between 2011-2031. • The Council/Turley's assessment in 2014 suggested that the need lies between 340 and 485 dwellings per annum with a total requirement of 6400 and 9700 dwellings for the local plan period. <p>Most recent assessment is excessive.</p> <p>Fylde Coast Strategic Housing Market Assessment states that there are 216 families on the housing register with a priority need for affordable housing. Despite this, the assessment states that there is an annual need for 300 affordable homes in the Borough. The figure is</p>

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		<p>excessive unless Wyre plans to help deliver affordable homes for Blackpool. Blackpool’s waiting list is almost 5 x higher than in Wyre, so how can it be that, Blackpool is being asked to build fewer dwellings.</p> <p>Specific sites:</p> <ul style="list-style-type: none"> • Speculative applications by developers and landowners do not demonstrate sustainable demand or appropriate development. • Ad hoc development applications around Garstang and Catterall should be resisted until a proper phased plan is developed to ensure that Garstang develops in a sustainable way, with appropriate infrastructure. <p>Traffic Congestion:</p> <ul style="list-style-type: none"> • Difficulties with congestion should be a contributing factor in determining where development takes place over the next 16 years. • Public transport is under threat from ‘cuts by Lancashire County Council’, thus disadvantaging the employed who must commute. • Congestion issues along the A585, narrow roads and lack of parking provision leads to parking on residential streets and problems for local residents. • Sites surrounding Lambs Road in Thornton must be withdrawn from the I&O as highways infrastructure cannot support large-scale development. • Settlements to the East experience severe congestion. Whilst good road connections are advantageous, there is little advantage to local residents if they cannot be utilised. • Congestion on the A585 and A6 must not be under-estimates as there is no easy fix and highways lie outside the remit of Wyre Council. <p>Rail:</p> <ul style="list-style-type: none"> • The proposal of a new train station would be supported, however, it is unrealistic to suggest that it could be delivered within the lifetime of the Local Plan. • A freight service connected to the former ICI site with the national network could reduce HGV traffic in Thornton and ease congestion. <p>Flooding:</p> <ul style="list-style-type: none"> • Local Plan needs to take flood zones into consideration and minimise building in flood risk areas. • Flooding is already a serious problem in Thornton, Garstang, Churchtown and St Michael’s-on-Wyre. <p>Greenbelt and areas of separation:</p> <ul style="list-style-type: none"> • Greenbelt between Thornton-Cleveleys and Poulton-le-Fylde must be protected in the Local Plan. • The greenbelt must be protected for future generations. It provides a valuable role in preventing sprawl and providing open space. • Areas of separation between settlements along the A6 are vital in maintaining the individual character of settlements. <p>Environmentally important sites:</p>

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		<ul style="list-style-type: none"> • Future sites should ensure that environmentally important sites of Wyre Estuary and Morecambe Bay are protected. • Agricultural heritage of Wyre should be recognised. • Agriculture shapes the landscape, provides employment, is valued by the local people and attracts visitors. • Local policy should be favourable to farmers who need to build agricultural buildings and dwellings. It should also encourage the diversification of farming. • Provision of wind turbines should be restricted to designated areas in order to preserve the landscape. <p>Park Homes:</p> <ul style="list-style-type: none"> • Park homes were not mentioned. They provide valuable accommodation for the elderly. • Changes to housing benefits should lead housing associations to build smaller properties. <p>Retail:</p> <ul style="list-style-type: none"> • High streets have vacant buildings. High streets should be preserved through a stance against out of town development. <p>Travellers:</p> <ul style="list-style-type: none"> • There s no historic need for travellers sites in the Borough. • The council should not be providing sites for travellers from outside the Borough. • Lack of provision will leave the local authority open to legal challenges from travellers, therefore, a nominal number of sites should be provided. <p>Options for development:</p> <ul style="list-style-type: none"> • Thornton, Cleveleys and Poulton-le-Fylde cannot support proposed development in option 1. • Due to the new fish park and economic developments, growth should be focused on Fleetwood. <p>Hybrid:</p> <ul style="list-style-type: none"> • Development of Fleetwood as set out in option 1 combined with the dispersal of development set out in option 3 would be optimum. • Development should be phased to ensure that infrastructure, specifically highways, is in place before construction begins.
934		<p><u>Introduction</u></p> <p>Forcing development where it is unwanted and not needed could lead to unsustainable development and change the landscape forever.</p> <p>Economy:</p> <p>The breakdown of each key town’s employment, empty units, deprivation, job stats etc would be useful to create a picture of the challenges each town faces.</p> <p>Employment:</p>

ID	Option	Matters raised
		<p>In order to reduce commuting of the professional population to neighbouring towns, businesses should be attracted to Wyre by improving road and rail links.</p> <p>Transport: More should be said about the rail network in Paragraph 2.34. Poulton has the only train station and parking provision is poor. This is an identified issue in the Fylde Coast Transport Masterplan which needs addressing.</p> <p>Question 1. Some details are lacking.</p> <p>Key issues:</p> <ul style="list-style-type: none"> • Where is the research behind the claim that ‘trend could potentially result in gaps in the workforce’ (para. 3.2)? • It is likely that people will continue to travel out of the Borough to find work, adding to congestion issues. • If the greenbelt and open countryside is compromised less people will come to live/visit the Wyre. • Greenfield and greenbelt land must be protected. • Good transport is key to promoting business. • The use of existing assets (incl. Wildlife, cycleways, environment, agriculture and outdoor activities) should be maximised. • In Poulton, natural ditches and dykes are being filled in, thus adding to flood risk. <p>Proposals surrounding high quality design and improvements to rail infrastructure are welcomed.</p> <p>Question 2. Most of the key issues have been identified. Concern over which issues will be emphasised going forward. Issues such as transport, infrastructure, flooding, greenbelt, greenfields etc must not be ignored.</p> <p>Spatial Strategy:</p> <ul style="list-style-type: none"> • Housing targets are far too high. Provision for existing community would be more sustainable. • Existing problems in Poulton (incl. Traffic, flooding and parking) are a result of over development. • The train station in Poulton brings additional traffic to the area. • Poulton’s roads are struggling with current levels of traffic and cannot support proposed development.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • LCC is not coping with current transport maintenance. <p>Having options for the community to vote on is not the correct way to discover where development is needed. This method pitches one area against another and residents will vote on the option which implies the least development in their area.</p> <p>Limited development would be welcomed but not at the proposed scale.</p>
935		<p>IO_130, IO_131, IO_132 – Objection</p> <p>Barton Parish Council and Lancashire County Council have objected to the use of these sites due to the predicted impact on congested highways (A6). Preston City Council’s Local Plan identified Barton as being suitable for small scale development or infill as the settlement is not identified as a service centre.</p> <p>Local schools are at capacity.</p>
936	Option 1	<p>Option 1 is most likely to address the key issues faced by Wyre</p> <p>Housing would be best located to the west in order to:</p> <ul style="list-style-type: none"> • Achieve the vision set out in 4.3 (attracting and retaining a working age population); • Improve transport and connectivity; • Address social, economic and health inequalities; <p>IO_132 is located on the border with Preston and directly impacts upon Preston residents. Preston has recently refused applications on land immediately south of the site due to its status as open countryside.</p> <p>Preston City council is concerned about development along the East of Wyre and its effect on the highway network.</p> <p>Housing in Garstang may aid in the delivery of needed affordable housing.</p> <p>Proposed development of Barton may undermine adopted Preston Local Plan policies.</p>
939		<p>Proposal:</p> <p>Electric bridge in Fleetwood will stimulate tourism, academic ‘green’ interest studies, leisure activity and commercial growth.</p>

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		<p>Objectives of WTE are to provide:</p> <ul style="list-style-type: none"> • Renewable energy, • Economic regeneration, • Flood control for the river. <p>A barrage would produce 121 Gwh of electricity (report by Binney’s 1991) at a cost of £90m - £200m.</p> <p>The main obstacles to the barrage are funding and environmental issues (incl: loss of mud flats; change in water level; damage to fish and bird populations, and sedimentation).</p> <p><u>Electric Bridge:</u> An electric bridge will have less of a negative impact upon wildlife, the commercial viability is good and navigation is not seriously affected.</p>
940		<p>Plan does not seek to address the issues of increasing population in Garstang.</p> <p>Infrastructure is required to support and attract business to the area.</p> <p>A new train station would be beneficial and is worth pursuing.</p>
941		<p>IO_131 is owned by the consulted party and will not be made available. The owner requests that the land is removed from the Plan and that they are responded to in writing for confirmation.</p>
942		<p>Three proposed sites surrounding Churchtown are not viable as they are too small for commercial development. There is poor access, infrastructure provision and flooding issues on site.</p> <p>Brownfield sites should be preferred for development.</p> <p>Conservation area is not suitable for development.</p> <p>One site is close to a sewerage plant and has poor access.</p> <p>Churchtown suffers from congested road networks.</p> <p>Development should be focused around Fleetwood or Garstang</p>
943		<p>Site’s designation is too broad (IO_33 – mixed use, small scale retail, employment, and/or housing).</p>

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		<p>If sites IO_32, IO_33 and IO_34 are developed, existing residential properties will find themselves adjacent to any number of different uses. Industrial development would not be suitable for a residential area. This variety of development will not be beneficial for existing properties neighbouring the site.</p> <p>The western side of IO_33 should be designated for housing. The site also benefits from access to Poulton town centre.</p> <p>Specialist purpose built housing is required for the aging population.</p> <p>Housing development in the area is not meeting demand.</p>						
947	Options 1, 2 & 3	<p>If proposed sites (IO_68-IO_73) were to be developed Inskip’s character would change dramatically. This is not necessarily a bad thing but supporting infrastructure is extremely poor. Travel to and from Inskip can only be achieved through the use of narrow winding roads.</p> <p>Without improvements to: shops, roads, schools and community facilities, development in Inskip should be avoided in favour of locations in Options 1 & 2 and settlements such as Great Eccleston in Option 3. Elswick also has much stronger infrastructure than Inskip.</p>						
950a		<p>Electricity Transmission</p> <p>The National Grid has 3 high voltage overhead lines within Wyre Council’s administrative area. These form an essential part of the electricity transmission network in England. Due to the scale, bulk and cost of equipment, proposals for the relocation of overhead lines will only be supported where proposals facilitate major infrastructure projects of national importance.</p> <p>Development below overhead power lines should be avoided due to amenity of property occupiers and the need for quick and easy access to equipment. Statutory clearances between overhead lines, the ground, and built structures must not be infringed.</p> <table border="1" data-bbox="338 1066 958 1383"> <thead> <tr> <th data-bbox="338 1066 450 1145">Line Ref.</th> <th data-bbox="450 1066 958 1145">Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 1145 450 1265">VF line</td> <td data-bbox="450 1145 958 1265">400 kV route from Stanah substation in Wyre to Penwortham substation in South Ribble.</td> </tr> <tr> <td data-bbox="338 1265 450 1383">4TD line</td> <td data-bbox="450 1265 958 1383">400 kV route from the VF line in Wyre to Heysham substation in Lancaster.</td> </tr> </tbody> </table>	Line Ref.	Description	VF line	400 kV route from Stanah substation in Wyre to Penwortham substation in South Ribble.	4TD line	400 kV route from the VF line in Wyre to Heysham substation in Lancaster.
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		<table border="1" data-bbox="340 242 958 399"> <tr> <td data-bbox="340 242 454 399">ZX line</td> <td data-bbox="454 242 958 399">400 kV route from Hutton substation in South Lakeland to Penwortham substation in South Ribble.</td> </tr> </table> <p data-bbox="340 443 2094 512">The following sites are crossed by National Grid’s high voltage overhead transmission line between Hutton substation and Penwortham substation:</p> <ul data-bbox="387 523 651 639" style="list-style-type: none"> • IO_91 – ZX line, • IO_05 – ZX line, • IO_119 – ZX line. <p data-bbox="340 687 562 715">Gas Transmission</p> <p data-bbox="340 724 2123 793">High Pressure Major Hazard Pipelines should be taken into account when the site options are developed in more detail. The National Grid will always seek to retain existing transmission pipelines in situ.</p> <table border="1" data-bbox="340 799 958 999"> <thead> <tr> <th data-bbox="340 799 454 879">Pipeline</th> <th data-bbox="454 799 958 879">Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="340 879 454 919">FM11</td> <td data-bbox="454 879 958 919">Grayrigg to Samlebury</td> </tr> <tr> <td data-bbox="340 919 454 959">FM15</td> <td data-bbox="454 919 958 959">Lupton to Betherton</td> </tr> <tr> <td data-bbox="340 959 454 999">FM21</td> <td data-bbox="454 959 958 999">Carnforth to Treales</td> </tr> </tbody> </table> <p data-bbox="340 1046 1384 1074">Plant Protection is the first point of contact for works within the above vicinities.</p> <p data-bbox="340 1086 1043 1114">Diversions to gas pipelines may take up to three years.</p> <p data-bbox="340 1161 2116 1230">National Grid may have a Deed Grant of Easement for each asset preventing the erection of: permanent/temporary buildings, structures, changes to existing ground levels, or storage of materials etc.</p> <p data-bbox="340 1278 2078 1385">Written permission will be required before any works commence within the National Grid easement strip, and a Deed of Consent is required for any crossing of the easement. The land registry can be checked in the first instance. If further information with regards to easement is required, the National Grid’s own town planners may be contacted (address given in original document).</p>	ZX line	400 kV route from Hutton substation in South Lakeland to Penwortham substation in South Ribble.	Pipeline	Description	FM11	Grayrigg to Samlebury	FM15	Lupton to Betherton	FM21	Carnforth to Treales
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		<p>The following sites are located close to or crossed by high pressure gas transmission pipelines.</p> <ul style="list-style-type: none"> • IO_85 – FM21, • IO_94 – FM25, • IO_07 – FM15. <p>No permanent structures may be built above or below the zones specified in licensed legal agreements with land owners. Nor may soil or materials be stacked on top of pipeline routes. Unrestricted and safe access is required for maintenance at all times.</p> <p>Local Authorities have a statutory duty to advise developers of whether development should be allowed on safety grounds in the vicinity of high pressure pipelines.</p> <p>(Further guidance documents are listed: HSE Planning Advice for Development near to Hazardous Installations; Specification for Safe Working in the Vicinity of National Grid High Pressure Gas Pipelines and Associated Installations – Requirements for Third Parties; and, Gas Transmission Underground Pipelines – Guidance)</p> <p>Gas Distribution</p> <table border="1" data-bbox="338 874 958 1236"> <thead> <tr> <th data-bbox="338 874 454 991">Pipe Pressure</th> <th data-bbox="454 874 958 991">Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 991 454 1034">HP</td> <td data-bbox="454 991 958 1034">2633 EVC PRS Supply (ICI Thornton)</td> </tr> <tr> <td data-bbox="338 1034 454 1077">HP</td> <td data-bbox="454 1034 958 1077">2632 Victrex PRS Supply</td> </tr> <tr> <td data-bbox="338 1077 454 1120">HP</td> <td data-bbox="454 1077 958 1120">2458 Peel Hill / Thornton</td> </tr> <tr> <td data-bbox="338 1120 454 1163">HP</td> <td data-bbox="454 1120 958 1163">1109 Walton-le-Dale / Slyne</td> </tr> <tr> <td data-bbox="338 1163 454 1206">HP</td> <td data-bbox="454 1163 958 1206">1087 Hambleton PRS Supply</td> </tr> <tr> <td data-bbox="338 1206 454 1236">HP</td> <td data-bbox="454 1206 958 1236">1082 Brock / Thornton</td> </tr> </tbody> </table> <p>The following sites are located close to, or crossed by, high HP apparatus:</p> <ul style="list-style-type: none"> • IO_03 – Pipeline 2458, • IO_01 – Pipeline 2458, 	Pipe Pressure	Description	HP	2633 EVC PRS Supply (ICI Thornton)	HP	2632 Victrex PRS Supply	HP	2458 Peel Hill / Thornton	HP	1109 Walton-le-Dale / Slyne	HP	1087 Hambleton PRS Supply	HP	1082 Brock / Thornton
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		<ul style="list-style-type: none"> • IO_33 – Pipeline 2458, • IO_32 – Pipeline 2458, • IO_48 – Pipeline 1082, • IO_119 – Pipeline 1082. • <p>Crossing of Assets: Construction traffic should only cross the pipeline at locations agreed with National Grid.</p> <p>Cable Crossing: For all assets the contractor/developer will need to consider the clearance and necessary protection measures and possibly apply for a Deed of Consent.</p> <p>Piling: No piling should take place within 15m of gas distribution assets without prior agreement.</p> <p>Pipeline safety: Access must be maintained during and after construction.</p> <p>Appendices attached include maps of Transmission Assets (gas and electricity) and Gas Distribution (High Pressure).</p> <p>Further consultation on DPDs and site-specific proposals which affect National Grid’s infrastructure is welcome.</p>
954		<p>Suggested sites:</p> <ul style="list-style-type: none"> • Land at Millfield High, New Lane, Thornton Cleveleys – LCC owns 1.48 ha of the eastern end and a private owner the remaining 3.68 ha. • Former Chatsworth Library, Chatsworth Ave, Fleetwood – 0.06 ha. <p>Maps included in response.</p>
961		<p>Development should be located in sustainable locations which are accessible to local services and infrastructure.</p> <p>The impacts of development upon the highlighted sites cannot be understood until more details are known (inc;. Timescales of development, approach to surface water management and the chosen points of connection).</p> <p>Development will need to be timed with infrastructure improvements. This should be included as a detailed development management policy. United Utilities can advise on the appropriate wording.</p>

ID	Option	Matters raised
		<p>United utilities would like to be consulted on site-specific development when the land allocations have been finalised. Alternatives to the public sewerage system for surface water discharges should be preferred, i.e. sites with land drains or neighbouring water courses as they are more sustainable than the public sewer.</p> <p><u>Additional Key Issues</u></p> <p>Surface Water Drainage</p> <ol style="list-style-type: none"> 1. An adequate soak away or some other form of infiltration system. 2. An attenuated discharge to watercourse. 3. An attenuated discharge to public surface water sewer. 4. An attenuated discharge to public combined sewer. <p>Applicants wishing to discharge into public sewers must submit clear evidence demonstrating why alternative options are not available. Approved development must be supplemented by appropriate maintenance and management regimes for surface water drainage schemes. Development on greenfield sites must mimic the natural discharge solution and brownfield developments must reduce surface water discharge.</p> <p>Sustainable urban drainage systems, soft landscaping and permeable surfaces must have priority over treatment and processing of surface water.</p> <p>Infrastructure Provision</p> <p>Fragmented ownership of large suggested sites will make holistic, co-ordinated development challenging. A clear site wide infrastructure strategy should be planned in advance of site allocations.</p> <p>Water Efficiency</p> <p>The Local Plan should include new policies regarding water efficiency measures and the design of new development:</p> <p style="padding-left: 40px;">The design of new development should incorporate water efficiency measures. New development should maximise the use of permeable surfaces and the most sustainable form of drainage, and should encourage water efficiency measures including water saving and recycling measures to minimise water usage.</p> <p>Health and Wellbeing</p> <p>Proposed policy:</p>

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		<p>The proposed development of sensitive uses (such as residential) adjacent to existing sources of pollution (e.g. noise, odour, traffic etc.) must demonstrate through the submission of appropriate impact assessments that there would be no detrimental impact on future residential amenity.</p>
963	Option 1	<p>Collective Comments</p> <p>Cllr 1</p> <ul style="list-style-type: none"> • All outlying development will undoubtedly affect Garstang. • Small development of two to three houses are being refused but big estates are being given the go ahead. • Road issues are a primary concern. • Barton Grange must be a consideration for the increasing traffic problem. • Emergency services are at either end of the A6. • When the motorway is closed the A6 is put under increased pressure. • The council needs to have a plan for infrastructure. • Affordable housing needs to be defined. • Planners should consult with the community, not the developers. • Development must be sustainable. • Housing provision should be aligned with local employment. • Separation of villages should be maintained to guard against loss of individuality. <p>Option 1 is preferred</p> <p>Cllrs 2 & 3</p> <p>Principle concerns:</p> <ul style="list-style-type: none"> • Existing road structure is at capacity (incl. A585, A6 and M6) improvements are required between M55 junction and A585 to Fleetwood especially around Poulton le Fylde. Any development surrounding Garstang will lead to unacceptable increase in pressure on congested roads. • The size of Wyre does not lend itself to a new major employer moving to the area due to associated logistical problems. Focus should be on growth of existing businesses or incubator type units.

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		<ul style="list-style-type: none"> • Transport, infrastructure and services must be managed holistically in line with development otherwise existing problems will be exacerbated. • Lancashire County Council has expressed strong concerns over the capacity of the A6 corridor and the A585. • High house prices in Garstang and along the A6 are making it harder for young people of working age to move to the area. • Smaller housing applications should be approved in rural areas to prevent against school closure. • A refurbishment plan for leisure facilities should be undertaken if Garstang’s population is to increase. • Garstang will require additional parking to maintain the High Street, this could be located towards the East side of the River Wyre opposite St Mary and Michael’s school. • A limit to housing in Garstang should be set at 700, there are 525 undeveloped houses with planning permission. <p>Cllrs 4</p> <ul style="list-style-type: none"> • The planned expansion of Catterall, Cabus and Nateby will have a significant impact upon services in Garstang. The ability of the health service to cope with growth is a serious concern. Infrastructure provision must be adequately planned to provide for proposed expansion. • A range of affordable rented housing, starter homes and accommodation for the elderly is desperately needed. • Development sites to the East of the A6 are unreasonable and should be restricted to mixed use sites IO_97 and IO_98 which are bounded by roads IO_99 must not be developed due to encroachment on the countryside. • IO_94 is also bounded by roads, however the site is too large and not required. • IO_100 is partially in the flood plain, access is poor and the development of the site detracts from the open views of the castle and countryside. • Housing Sites IO_92, and IO_93 will lead to loss of countryside. <p>Cllrs 5</p> <ul style="list-style-type: none"> • Option 1 is preferred due to: better road and rail links; reduced loss of countryside; and greater potential for new jobs in existing urban areas. • Option 2 is unacceptable as: it looks at Garstang in isolation; serious implications for highway provision have been overlooked; lack of employment in the local area will exacerbate existing transport problems; and, the corridor focus will create urban sprawl and lead to loss of character. • Option 3 would be preferable to option 2 but option 1 is best.

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ID	Option	Matters raised
		<p>The Conservative Party Manifesto states:</p> <ul style="list-style-type: none"> • Where housing is approved, ensure that local communities know upfront that accompanying infrastructure such as schools will be provided. • Local authorities should have a statutory register of brown field land, ensuring that 90 % of suitable brownfield sites have planning permission for housing by 2020.
965		<p>Identifies a number sites in the proximity of hazardous installations and pipelines, including IO_01, IO_03, IO_05, IO_32, IO_33, IO_48, IO_70, IO_71, IO_72, IO_114, IO_115, IO_119 and IO_120.</p>
966		<p>Brownfield site IO_33 in Poulton should be considered for housing allocation as opposed to mixed use/industrial. Fairfield Nursery is 1.14 hectares and should provide 45 residential units. This density and location would be sustainable. Site already has planning permission for housing.</p>
967	Option 1	<p>Option 1</p> <p>Key Issues Housing is a significant economic driver in its own right. Every new dwelling creates 1.2-1.5 jobs directly and up to 4 additional jobs in the supply chain. Given the scale of growth required the construction industry should be seen as having high growth potential (Table 2.2).</p> <p>The need for market housing should also be given prominence.</p> <p>The mix of housing on sites should not be overly prescriptive in the plan as this will hamper viability and delivery.</p> <p>Vision The Vision is generally supported. It should also be recognised that housing is aspirational and provision must reflect market trends/local demand.</p> <p>Spatial Strategy Option 1 is supported. Settlements of Thornton-Cleveleys and Poulton-le-Fylde have greatest growth potential outside of the greenbelt. Sites should be brought forward quickly and not phased artificially.</p>

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ID	Option	Matters raised
		<p>Development Options</p> <p>The following sites are supported IO_26, IO_32, IO_33, and IO_34. They have the greatest potential to offer high numbers of dwellings and jobs. They are also sustainably reducing impact upon roads.</p>
968		<p>Supports a site (IO_35) Land to the rear of Pilling Lane for up to 69 houses. Site lies within flood zone 3 with residential use on all of its boundaries. Site is located within the settlement boundary of Pilling. The site is sustainably located, is deliverable and available</p>
969		<p>Land at Shirley Heights, Poulton-le-Fylde, should be allocated for housing and removed from greenbelt:</p> <ul style="list-style-type: none"> • Land consists of 2 hectares of brownfield land. • Development of this site will not impede upon the purposes of the greenbelt. • Development would recycle derelict land and improve the environment. • Land is not identified as ‘safeguarded land’. • Site is well connected. • Site is within Flood Zone 1 <p>- (Planning statement for application included)</p>
970		<p>Suggested Sites for Housing:</p> <ul style="list-style-type: none"> • Land South of West Way, Fleetwood (5.8 ha). Land is disused farmland; borders an existing settlement and would be a natural expansion. Development of the site would not be detrimental to local listed buildings. • Land North of Osborne Way, Cleveleys (3.9 ha). Site is a disused running track and development would complement the existing settlement boundary. Greenbelt surrounding the school would still be maintained. The site lies within Flood Zone 2 and mitigation would be built into the design. <p>- (Map included in response)</p>
971		<p>Land to the East of Lancaster Road represents a sustainable, deliverable opportunity for market and affordable housing or mixed use to meet local needs (Valliants Equestrian Centre , Lancaster Road, Out-Rawcliffe)</p> <p>Site Plan included in response)</p>
972		<p>Suggested Sites for Housing:</p> <ul style="list-style-type: none"> • Land North of Fieldhouse Lane, Pilling (0.27 ha). Surrounding sites have permission for housing and use of the site would be a natural infill and is close to existing infrastructure. Site is disused agricultural land and development will not increase flooding elsewhere

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ID	Option	Matters raised
		<ul style="list-style-type: none"> Housing Site IO_60 , Lancaster Road, Pilling. Site should be extended to include suitable access off Lancaster road. - (Site Plan included in response)
973		<p>Suggested Sites for Employment Land:</p> <ul style="list-style-type: none"> Land West of John Wilkinson & Sons Ltd, Carrfield Works, 334 Park Lane, Preesall. Land would make a suitable extension to an existing builders' yard and boost the local economy. Site is currently disused agricultural land. There are no listed of heritage buildings close by.
975		<p>Land West of A6 at Redline Garage, Cabus, Garstang,IO_94</p> <p>Landowner supports the use of site IO_94 for employment land. The land is agricultural and has no special landscape designations. Development of part of the site as an extension to the neighbouring garage could overcome existing movement issues for HGVs.</p> <p>Garstang serves many surrounding smaller settlements and the extension of the garage site will help boost the local economy and the principle service centre in the east of the plan area. The extension will allow for safe delivery by fuel tanks.</p>
976		<p>Land South of Snapewood Lane, IO_94.</p> <p>Land owner supports the use of site IO_94 for housing/mixed use. There are no special designations or constraints on the site. The site is within 1.5 miles of Garstang which is the major service and employment centre for the area.</p> <p>The site is a sustainable, deliverable opportunity for market and affordable housing or mixed-use to meet local needs in a sustainable location. The housing element of the 14.5 Ha could deliver 233 new homes. Allocation of the site would help the council achieve its required housing supply.</p> <p>Development of the site would also benefit the local economy and service centre.</p>
977		<p>There is a large area to the rear of the site allocated for mixed use (IO_34 and IO_33) which is supported. The most logical access is through the consultee's land.</p> <p>Residential development at sites IO_34 and IO_33 would make an appropriate, sustainable extension to the urban area. The rising ground prevents views of the sites from further west and completes the sites' containment.</p> <p>The land available for development in the borough is significantly constrained by flood risk. This site, however, is a logical and well contained extension out of the flood plain and in a deliverable location.</p>

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ID	Option	Matters raised
		<p>Development of the site would contribute to economic growth and meet the needs of current and future households. Due to the location, the main household destinations are accessible by foot, cycle and nearby bus services.</p> <p>Aside: Development Brief For Eaton Way has been appended.</p>
978		<p>Allocation of IO_27 is supported. The 23.5ha site could provide approximately 600 new dwellings and contribute toward the: environmentally, economically and socially, sustainable development required.</p> <p>Use of the site is consistent with all three options.</p> <p>Economy Employment sites IO_01 and IO_03 are the largest sites in the borough and are therefore important to the borough as a whole.</p> <p>The Local Plan must ensure that these sites can be delivered for employment through the provision of sufficient housing to accommodate employees; this will ensure the success of the Plan.</p> <p>Town Centres Thornton is a healthy town centre and serves an important role as a vital and viable district centre (Fylde Coast Retail Study, 2011).</p> <p>The site is within easy walking/cycling distance of the town centre</p> <p>The Thornton area is constrained by flood plains and there are insufficient PDL sites to cater for the identified housing shortage, therefore, greenfield sites must be allocated.</p> <p>The site is within Flood Zone 1 which is the least susceptible to flooding.</p> <p>Environment Existing ponds and open space networks must be included in the design to enhance biodiversity potential. The design can also form a sensitive backdrop to the grade II listed building.</p>

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ID	Option	Matters raised
		<ul style="list-style-type: none"> - An illustrative Masterplan has been appended.
979		<p>Land off Moorland Road, Poulton-le-Fylde, forms part of IO_31 and the housing allocation is supported by Wainhomes North West Ltd.</p> <ul style="list-style-type: none"> • The site can be developed in a sustainable manner in-line with the NPPF and can be utilised in all three options of the IO. • The site is within an established residential community. • Shops/facilities can be accessed by foot and bicycle. • The site is close to existing employment areas and can retain the working population in Poulton-le-Fylde. • Land is in close proximity to sites identified for mixed-use development (IO_33). Para. 6.16 highlights that sufficient development must take place to necessitate the provision of a new road to divert traffic from the centre of the town. • Sufficient housing must be provided in Poulton to encourage businesses to the employment sites. • The site is deliverable and offers the space to accommodate all levels of workers at the employment site and ensure that housing is not a barrier to much-needed investment in the Borough. • The site is within easy walking/cycling distance of the town centre and development will create a critical mass with an important role in supporting existing services and nearby public transport. Proximity to the town centre will also reduce journey lengths to employment. • A Transport Statement has been undertaken proving that proposals will not have a severe impact upon the highways. • The Poulton area is constrained by flood plains and there are insufficient PDL sites to cater for the identified housing shortage, therefore, greenfield sites must be allocated. • . The site is within Flood Zone 1 which is the least susceptible to flooding. • An Ecologic Survey and Assessment has confirmed that the site can be developed without having an adverse impact upon ecology. • The design can also form a sensitive backdrop to the grade II listed building. <p>- An illustrative Masterplan has been appended.</p>
982		<p>Poulton-le-Fylde - IO_33 - Promotes the development of a part of IO_33 for mixed use development. Represents a sustainable and deliverable opportunity for a mix of uses that will support the local economy and fulfil the strategic objectives. Would support all three options set out in the Issues and Options document.</p>
984	Option 2	<p>Option 2 Promotes IO_05 for mixed use development (employment, housing, retail and community facilities):</p> <ul style="list-style-type: none"> • Would represent a natural extension to Catterall.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Size provides a high quality opportunity to meet development needs. • Would strengthen Catterall’s position as an employment hub. • The scale would reduce need for dispersed and piecemeal greenfield development. <p>Considers that the Issues and Options document identifies the key issues. Supports the Vision. Supports Option 2 – will concentrate development in part of the borough with existing services and access to the strategic highway network. Opportunity to capitalise on growth in North Preston.</p> <p>Mixed use promoted as the employment would not be viable on its own – funding gap of £4.5m identified (see Wyre Employment Land and Commercial Leisure Study para. 10.45, plus 10.47 and 10.59 on viability)</p>
986		<p>Barton - IO_132 Support for IO_132 as a deliverable residential development opportunity:</p> <ul style="list-style-type: none"> • Consistent with the NPPF. • Consistent with each of the three options. • Connectivity to the m-way network and North West Preston Strategic Location. • Adjoins land to the south which is the subject of an appeal against the refusal of planning permission for residential development on the basis of impact on open countryside. • Within an established residential community and within easy walking/cycling distance of a number of services and facilities and is nearby to Bilsborrow and Broughton. • Needs to be a balance between employment land and housing. • Will help to enhance the vitality of Garstang town centre. • On a regular bus route along the A6. • Within easy commuting distance of employment opportunities along the A6 corridor. • Could involve a contribution to the enhancement of the A6. • In an area of good market conditions. • Would improve housing choice including the delivery of affordable housing. • No significant bio-diversity features on the site. • Open space network could be achieved.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • In an area of low flood risk. • Development would help to protect the Green Belt in other parts of the borough.
987		<p>Promotion of a site at Stricklands Lane, Stalmine as a site with an existing planning permission for 77 dwellings (14/00226/OUTMAJ). Considers that the site could accommodate 89 dwellings at a relatively low density (25 dwellings per hectare) in a very sustainable location. Development would involve the loss of trees covered by a Tree Preservation Order. Would make an immediate and valuable contribution to the housing land supply.</p>
988		<p>Barton - IO_132 Support for a portion of IO_132 around Shepard’s Farm as a deliverable residential development opportunity: Subject to application 15/00549/OUTMAJ for residential development.</p> <ul style="list-style-type: none"> • Consistent with the NPPF. • Consistent with each of the three options. • Connectivity to the m-way network and North West Preston Strategic Location. • Adjoins land to the north which has the benefit of full planning permission for 29 dwellings. • Within an established residential community and within easy walking/cycling distance of a number of services and facilities and is nearby to Bilsborrow and Broughton. • Needs to be a balance between employment land and housing. • Will help to enhance the vitality of Garstang town centre. • On a regular bus route along the A6. • Within easy commuting distance of employment opportunities along the A6 corridor. • Would improve housing choice including the delivery of affordable housing. • Landscaping could improve bio-diversity on the site. • In an area of low flood risk. • Development would help to protect the Green Belt in other parts of the borough.
990		<p>Poulton-le-Fylde - Promotes the western half of IO_32 for residential development.</p> <ul style="list-style-type: none"> • Consistent with the NPPF. • Consistent with each of the three options.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Close to existing employment areas. • Will support the vitality of Poulton town centre. • Lies in a sustainable location within walking and cycling distance of Poulton town centre, train station and bus routes. • Can be accessed off Holts Lane at two points. • Will provide for a mix of homes to be built, improving market choice. • No significant bio-diversity features on the site apart from hedgerows. • Would protect the Green Belt by reducing pressure for its release to meet housing and employment needs. • Is available now.
991		<p>Promotion of a new site at Cabus, to the rear of Clay Farm and north of Gubberford Lane, for a mixed housing (western part of the site) and leisure (eastern part of the site) use:</p> <ul style="list-style-type: none"> • 6.9 hectares (gross). 2.5 ha would deliver 55 houses. 1.9 ha could accommodate 60 holiday chalets. • Access from Lancaster Road and Gubberford Lane. • Consistent with all three options. • Holiday element could benefit the local economy. • Sustainable (in close proximity to Garstang) and deliverable site which is available now.
992		<p>Promotes a new site at Kepple Lane, Garstang, at Dunollie Farm. 1.6ha. Part of Local Plan allocation H3/20.</p> <ul style="list-style-type: none"> • Consistent with the NPPF. • Adjacent/close to sites with recent residential planning approval. • Consistent with each of the three options. • Close to existing employment areas. • Will support the vitality of Garstang town centre. • Lies in a sustainable location within walking and cycling distance of Garstang town centre and bus routes. • Will provide for a mix of homes. • Could enhance the biodiversity of the River Wyre which lies directly south east. No significant bio-diversity features on the site. • Would protect the Green Belt by reducing pressure for its release to meet housing and employment needs. • Is available now.
993		<p>Supports the need to sustain communities that lie in areas at risk of flooding but concerned about the lack of reference to the need for a Strategic Flood Risk Assessment.</p>

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ID	Option	Matters raised
		<p>Supports the need for a Green Belt review as an essential part of the process of developing the plan. Notes the limited supply of development sites outside the Green Belt within the peninsula. Promotes a site in the Green Belt at Carleton. Would like this to form part of the Green Belt review. Could provide some 2-3 hectares of development land. Represents a developable greenfield site in a sustainable location adjacent the existing settlement.</p>
994		<p>Pilling - Support for IO_54:</p> <ul style="list-style-type: none"> • Supports the need to sustain communities that lie in areas at risk of flooding but concerned about the lack of reference to the need for a Strategic Flood Risk Assessment. • Supports current Local Plan designation of Pilling as a Local Service Centre. • Although in flood zone 3a, Pilling is protected from tidal flooding by sea defences. • IO_54 is available in the short term and lies in a sustainable location close to main services. • There are no known constraints. • Development will support the long term sustainability of Pilling.
997	Option 3	<p>Regarding the Strategic Housing Market Assessment, note is made of the recessionary period 2008-2012 and impact on the 2012-based population projections which are considered to significantly under-estimate demographic need. Requests that headship rates for the 25-44 age band should be re-based to 2008 levels.</p> <p>Time period for the plan should be 15 years after adoption i.e. 2032 based on a 2017 adoption date. No justification to provide a plan that backdates to 2011 to 2031.</p> <p>The vision should explicitly support a significant boost to the housing land supply.</p> <p>Supports the objectives but “and families” should be added to the end of objective 6 to strengthen the delivery of family housing.</p> <p>Option 1 risks a continuation of current housing delivery problems. Requires heavy reliance on large scale strategic sites to meet needs. More prone to delay than small/medium sized sites and open to variations in market conditions over time. Can reduce delivery rates leading to land supply problems. Option 1 should be dismissed.</p>

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ID	Option	Matters raised
		<p>Option 2 fails to reflect sustainable development – no train station or motorway junction close to the areas for development. Like option 1, fails to take into account rural development needs and should be discounted.</p> <p>Option 3 – provides greatest recognition of rural needs. Spreading growth may alleviate delivery concerns. Provides flexibility and choice.</p> <p>Preferred option is option 3 but with a prioritisation of growth towards Poulton, Garstang and Thornton – an approach which is sustainable, deliverable and consistent with national policy. Green Belt should not be released until all non-Green Belt land has been assessed for development.</p> <p>Promotes part of IO_33 off Oldfield Carr Lane but for housing only as opposed to mixed use – predominant use of the neighbourhood is residential; no major road frontage would reduce marketability for employment/retail.</p> <p>Site is deliverable and available with no constraints that would prevent development.</p> <p>Site is in a highly sustainable location.</p>
998		<p>IO_107, IO_108, IO_109 Concerns:</p> <ul style="list-style-type: none"> • Impact on the conservation area. • Existing traffic volumes and consequent issues including speeding and congestion including that caused by commuting and impact of popularity of Barton Grange. • High flood risk area. • Issue of placing development close to the sewage works (IO_107) due to odours and insect nuisance. Part of the site floods each year. • Potential issue of drainage system being unable to cope with new development. • Lack of services and facilities, and issues concerning including emergency service (police) cover. • Public transport network will be unable to cope. • Insufficient jobs – will add to commuting/traffic issues.

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ID	Option	Matters raised
999	Option 1 & 2	<p>Discrepancies between market areas is a challenge to delivery. Should avoid over-reliance of allocations in marginal areas although targeted development and investment is needed to encourage regeneration and growth. Peninsula and A6 corridor offer the strongest accessibility to services and transport infrastructure. Highway constraints but note improvements, particularly around Poulton.</p> <p>Potential for a Green Belt review is recognised as a two stage process – first a review of purposes and appropriateness of the boundary, second an assessment of any land to be removed.</p> <p>Support a hybrid of options 1 and 2 with relatively balanced growth in the peninsula and A6 corridor and some growth in the larger rural settlements.</p> <p>Phasing would not be supported and would not meet plan objectives.</p>
1,001	None	<p>None of the three options attracts wholehearted support.</p> <p>Any development must be proportionate.</p> <p>Few of the recently approved homes will be affordable for young people. Affordable homes are a priority although it is acknowledged that a recent approval in Hambleton may satisfy demand.</p> <p>Infrastructure must match any development rather than follow it.</p> <p>Stalmine - Issue of drainage and sewer infrastructure which is insufficient to meet current demands and leads to flooding. Additional development not supported until appropriate infrastructure is in place.</p> <p>Development should take place within the village boundary.</p>
1,003		<p>Limited development in Churchtown implies a proportionate increase in housing of some 6-8 dwellings. Such a development could be accommodated on part of site IO_108 fronting the A586.</p> <p>IO_107, IO_108, IO_109 are subject to flood risk. IO_99 and IO_110 are close to Churchtown but in Flood Zone 1 and are therefore to be preferred.</p>

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ID	Option	Matters raised
		<p>IO_107 – refusal in 1972 on the grounds of detrimental to the (then) proposed conservation area and would extend the limits of the village. Adjacent to the water treatment works sewage works. Agricultural Land Classification 2 (very good). Development would affect the setting of a grade I listed building. Development would have a detrimental visual impact on two public footpaths. FZ3. Would require traffic engineering on a blind bend.</p> <p>IO_108 – Access is along a narrow private road. Poor sight lines onto the A585. Would involve significant loss of amenity for nearby residents. Covered by flood zones 1, 2 and 3. Access to part of the site on the A585 frontage could be achieved, and minimise the loss of amenity, but the development of the whole site would present major challenges.</p> <p>IO_109 - could, in part and in conjunction with the adjacent village hall, form a recreation hub for the village but is not considered appropriate for housing. Part of the whole site has been purchased by the adjacent school (isolating part of the site to the west). Access along a narrow private track. Part of the site is in Flood Zone 3.</p> <p>Need to balance growth with educational provision – the local school is over subscribed.</p> <p>Any development would require a high standard of design, be of small scale and be in character with the existing settlement.</p>
1,004		<p>Concern raised about development in Calder Vale for the following reasons: No (?) Amenities for children. No shops. Roads unsuitable for heavy traffic, lack of footpaths. No gas supply and poor broadband signal. Would like to keep the village as a quiet rural area. Petition with 23 names included.</p>
1,006		<p>Sustainability Appraisal</p> <p>Need a specific objective relating to cultural heritage which goes beyond historic buildings and sites. Suggest “conserve and enhance the historic environment, heritage assets and their setting”. Reference to townscape in SA objective 9 needs clarifying in terms of its relationship with the above.</p> <p>Important to devise indicators which will clearly demonstrate the impacts of the plan on the historic environment. The scoping report should be expanded (see guidance.)</p> <p>Currently proposed Plan objective 5 would not be compatible with SA objective 10.</p>

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ID	Option	Matters raised
		As no detailed assessment of sites and impact on the historic environment has taken place agree with contents of table 5-1. The interim does not include details of any robust assessment process for the assessment of the impact of individual site allocations.
1,007		Bilsborrow - IO_125 – support allocation for housing development – owned by a developer, immediately available, no significant constraints that cannot be overcome.
1,008	Option 1	<p>Primary issues – access and transport.</p> <p>A6 at capacity so not appropriate for further development.</p> <p>M55 is the only road that can accept more traffic so development focused on the peninsula (option 1) with a new road link to the M55 is the only sensible option.</p>
1,009		<p>The plan will need to demonstrate how it conserves and enhances the historic environment and be based on a sound evidence base that demonstrates its value to society (i.e. significance.) This needs to include an assessment of the likelihood of currently unidentified heritage assets being discovered in the future. May also be necessary to identify assets outside of the borough where there may be setting impacts from development proposals within the borough. Evidence gathering may also identify assets worthy of inclusion in a local list.</p> <p>Spatial portrait – needs to be expanded to include information on the historical growth of the area and identify the different places – their character and identity and contribution to all aspects of life in the borough.</p> <p>Vision – Amend to replace “built heritage” with “The identity and unique natural and historic assets of Wyre will be valued.....”</p> <p>Strategic objectives – Amend objective 5 to read “To protect and enhance the natural, built and historic environment in Wyre through high quality design that makes a positive contribution to local identity and distinctiveness of the area”.</p> <p>Sites – the assessment of sites needs to address whether or not the principle of development and any loss of open space is acceptable, including understanding what contribution the site makes to the significance of heritage assets, what impact any loss of the site might have on those heritage assets, how any harm may be removed or reduced to an acceptable level, and, if this is not possible, identifying the public benefits that outweigh the presumption in favour of conservation of the heritage asset.</p> <p>IO_64 – includes a Grade II scheduled monument (Dovecote). Strongly objects to allocation as proposed and recommends removal.</p> <p>IO_65 – opposite the Dovecote at site IO_64 and hence greatly concerned about potential impact.</p>

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ID	Option	Matters raised
		<p>IO_53 – opposite Grade II listed assets. Impact evaluation required.</p> <p>IO_94 – opposite a Grade II listed asset. Impact evaluation required.</p> <p>IO_98 – adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_08 – adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_100 – adjacent to a number of Grade II listed assets and Garstang Conservation Area. Concerned about potential impact. Detailed further work required.</p> <p>IO_101 - adjacent to two Grade II listed assets. Impact evaluation required.</p> <p>IO_102 – within close proximity to Greenhalgh Castle scheduled monument (any substantial harm or loss, including setting, should be wholly exceptional) and two Grade II listed assets. Impact evaluation required.</p> <p>IO_88 – adjacent to a group of Grade II assets. Impact evaluation required.</p> <p>IO_89 and IO_91 – adjacent to Scorton Conservation Area which contains a number of listed assets. Concerned about the allocation of these sites and detailed further work is required.</p> <p>IO_74 – opposite a Grade I listed asset and adjacent to a Grade II listed asset. Concerned about the allocation of these sites and detailed further work is required.</p> <p>IO_74 and IO_75 – opposite a Grade I listed asset and adjacent to a Grade II listed asset. Concerned about the allocation of these sites and detailed further work is required.</p> <p>IO_116 – adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_119 and IO_120 - adjacent to a Grade II listed asset. Impact evaluation required.</p>

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ID	Option	Matters raised
		<p>IO_05 - adjacent to two Grade II listed assets. Impact evaluation required.</p> <p>IO_113 and IO_115 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_114 – includes a Grade II listed asset – Westfield Farm. Impact evaluation required.</p> <p>IO_118 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_110 and IO_111 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_107, IO_108, IO_109 – adjacent the Churchtown Conservation Area which includes a number of designated assets including the Grade I Listed Church of St. Helen. Concerned about the allocation of these sites and detailed further work is required.</p> <p>IO_13 – on the edge of Fleetwood Conservation Area. Impact evaluation required.</p> <p>IO_03 - adjacent to two Grade II listed assets. Impact evaluation required.</p> <p>IO_26 and IO_27 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_31 - adjacent to three Grade II listed assets. Impact evaluation required.</p> <p>IO_33 and IO_34 - adjacent to two Grade II listed assets. Impact evaluation required.</p> <p>IO_39 and IO_40 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_38 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_43 adjacent to two Grade II listed assets. Impact evaluation required.</p>

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ID	Option	Matters raised
		<p>IO_45 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_50 – includes a Grade II listed asset. Impact evaluation required.</p> <p>IO_68 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_126 and IO_127 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_128 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_131 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_132 - adjacent and opposite Grade II listed assets. Impact evaluation required.</p> <p>IO_126 - adjacent to a Grade II listed asset. Impact evaluation required.</p> <p>IO_34 – on the edge of Calder Vale Conservation Area. Impact evaluation required.</p>
1,010	Option 1	<p>Development will have a significant direct impact on Scorton. Would:</p> <ul style="list-style-type: none"> • Threaten its special character. • Undermine its tourism role. • Involve the release of sites unsuitable for development. • Be contrary to the NPPF and past planning policies of the council. <p>The portrait, issues and vision should make wider reference to the attractions of Wyre’s countryside (particularly the Forest of Bowland AONB) and of its historic villages for rural tourism and leisure, and the key role this plays in sustaining rural communities, such as Scorton.</p>

ID	Option	Matters raised
		<p>No reference to countryside leisure and recreation within the Forest of Bowland.</p> <p>No reference to the critical importance of heritage to the visitor and tourism economy.</p> <p>The potential damage to the character of settlements particularly rural ones and surrounding landscapes can arise from any new residential development particularly on the edge of an historic settlement such as Scorton and within an Area of Outstanding Natural Beauty.</p> <p>At para 3.20 no reference to the key existing role played by the visitor economy and the need to ensure that provision for future development including rural businesses is compatible with that role.</p> <p>The issues raised in respect of the Natural environment under paragraphs 3.21 recognise that settlement expansion (such as that proposed at Scorton) may damage existing environmental designations including the Forest of Bowland AONB. However the section fails to recognise that as importantly any such damage will inevitably have an impact on businesses and communities reliant on the rural visitor economy.</p> <p>Paragraph 4.7 of the Vision makes no reference to the key role that its villages play in making Wyre’s countryside so attractive to both borough residents and wider visitors.</p> <p>Critically in respect of the rural economy this has to include ensuring that the local distinctiveness, character and heritage of villages such as Scorton is protected. In this respect it is suggested that the vision could beneficially be reworded:</p> <p><i>In 2031, Wyres visitor economy will be a key growth sector. The Boroughs tourism and recreational potential will have grown significantly through events and festivals and careful and sustainable management of its leisure/recreational assets including its heritage, coastline, canal, Area of Outstanding Natural Beauty, open countryside and attractive, characterful villages.</i></p> <p>Development in the wrong location can be hugely damaging to the natural and built environment irrespective of the quality of design.</p>

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ID	Option	Matters raised
		<p>Proposed essential additional Objective:- <i>To ensure that new development does not have an unacceptable impact on the quality, special character and distinctiveness of our settlements, heritage assets and natural environment</i></p> <p>Objective 3 needs to make reference to the broader visitor economy as well as to tourism. Suggested rewording: <i>To safeguard and grow Wyre’s tourism/visitor economy by the careful and sustainable management of all its leisure assets and the creation of a distinct high quality offer across its wide range of coastal, urban and rural attractions.</i></p> <p>Option 3 - involving the release of sites on the edge of all rural settlements, is clearly in conflict with the NPPF’s core planning principles.</p> <p>Option 2 - However prioritising development in the A6 corridor over development in the main urban areas would lead to less sustainable patterns of development than under Option 1 as the consultation document acknowledges (<i>this option could result in a greater reliance on the car and increased commuting</i> para 6.23 disadvantages)</p> <p>Option 1 - most consistent with government policy as expressed through the NPPF and should form the strategy for the Local Plan with moderate (rather than significant) development on the A6 Corridor to the extent made necessary by inadequate capacity within the urban areas.</p> <p>Scorton Constraints:</p> <ul style="list-style-type: none"> • No bus services serving the village. • AONB • Flood risk • Viable school – doesn’t need additional intake. • Limited sewage capacity. • Unsuitable local highway network for increased traffic.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Little if any scope for new employment opportunities therefore unable to provide a balanced provision of new housing and local employment opportunities. <p>IO_89</p> <p>Lies within the Forest of Bowland AONB. Would involve a linear extension to the village.</p> <p>IO_90</p> <ul style="list-style-type: none"> • No evidence that the allocation of sites outside the current settlement boundary is required to meet local housing need. • Flood risk. • Part of the setting of the Conservation Area. <p>IO_91</p> <ul style="list-style-type: none"> • Within an area of flood risk so should not be considered as a housing allocation unless this is both absolutely necessary and such development is capable of being made safe. • Unsuitable for significant mixed employment/small • scale retail use in terms of the impact of such development on the setting and character and distinctiveness of the village and conservation area. <p>Scorton has a strong and cohesive local community that is ideally placed to inform and oversee production of a Neighbourhood Plan that addresses the significant challenges posed in the sustainable management of the Villages future development.</p>
1,011		Advise that the council refer to the Marine Policy Statement for guidance on planning matters that include a section of coastline or river.
1,014	Option 2	<p>Option 2 supported.</p> <p>Flood risk and issues concerning the road network have prevented large scale development in the past.</p> <p>Concerned about loss of retail space to residential conversions.</p>

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ID	Option	Matters raised
		<p>Note that when considering future development regard is had to the effect of residential park homes/caravan sites on local services.</p> <p>Sites north of Lancaster Road/Sandy Lane are within the current developed boundary and as such are supported subject to the maintenance of the historic dyke system and provision of appropriate infrastructure including sewage system, schools and health facilities.</p> <p>Sites at Preesall Hill are generally supported for market housing but not affordable housing for young families without transport owing to the lack of services.</p> <p>Land south of the mill industrial estate (IO_40) considered appropriate for employment development rather than housing - local employment important for village viability.</p> <p>IO-41 – severely constrained by dangerous access along Cemetery Lane to the A585.</p>
1,016		<p>Objection to development in Scorton on the basis of:</p> <p>Accessibility – inappropriate local road infrastructure – narrow roads over hump-backed bridges. Increase in traffic hence congestion.</p> <p>Tourism/local community/visual impact/infrastructure and sustainability – conservation area and area of outstanding beauty. Parking issue, no room for public transport vehicles. Lack of pavements – safety issue. School at capacity. Sewage system would not cope with additional housing. Change in village character. Detrimental visual impact on the village.</p>
1,017	Option 3	<p>The origin of the strategic objectives should not be from a planning and development exercise but from a well argued, holistic vision for Wyre. Unclear where the Vision originates. The SHMA does not represent a Vision for Wyre.</p> <p>Option 1 – the Peninsula offers a continued focus for one of the most deprived areas in the UK.</p> <p>Option 2 – A6 congested with moderate to high levels of traffic flow. Backlog of properties waiting to be built in the Garstang area. Services under severe pressure. Support economic development to support housing development already in the pipeline.</p> <p>Option 3 – favoured option. Appears to be capable of benefitting the widest population whilst minimising the costs of providing major infrastructure. Individual settlements should receive support from the council for neighbourhood plans.</p>

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ID	Option	Matters raised
		<p>IO_107, IO_108, IO_109 are subject to flood risk. IO_99 and IO_110 are close to Churchtown but in Flood Zone 1 and are therefore to be preferred.</p> <p>IO_107 – refusal in 1972 on the grounds of detrimental to the (then) proposed conservation area and would extend the limits of the village. Would create a linear expansion of the settlement. Adjacent to the water treatment works. Agricultural Land Classification 2 (very good). Development would affect the setting of a grade I listed building. Development would have a detrimental visual impact on two public footpaths. FZ3. Would require traffic engineering on a blind bend. Adjacent to two public footpaths that are part of the Wyre Circular Route – development would have a severe visual impact and reduce the sense of space. Potential for archaeological finds. Riverbank hosts Otters – a protected species.</p> <p>IO_108 – Covered by flood zones 1, 2 and 3. Development would increase pedestrian traffic across the A586. Agricultural land classification 3. Development would have to take into account any issues arising from the proximity of the Dewlay wind turbine. Development may encourage further linear development. Access is along a narrow private road.</p> <p>Site IO_109 - Part of the whole site has been purchased by the adjacent school (isolating part of the site to the west). Flood Zones 2 and 3. Agricultural land classification 3. May be able to capitalise on the social amenities provided by the adjacent Village Hall and playing fields but whilst safeguarding the identity and setting of the conservation area, including tree-lined Avenue. Access would require traffic engineering.</p> <p>Churchtown has a growing population of young families. Would benefit from a household survey to update the residential profile.</p>
1,018	Option 1	<p>Option 1</p> <ul style="list-style-type: none"> • Agree with the overall vision. • Wyre has a number of constituent parts and settlement patterns that require various approaches to planning. • Regarding small rural settlements, economic activity should only be to meet local economic needs and be in scale with the settlement and supports its function. • Unclear why large sites have been included in Scorton which runs contrary to the vision and key elements of its objectives which are otherwise supported. • Option 1 favoured as concentrated on areas of population growth with supporting infrastructure, opportunities for economic development and for the use of brownfield land.

ID	Option	Matters raised
		<ul style="list-style-type: none"> • Development should be generated by local needs where demonstrably required to support the sustainability of a settlement. • Speculative inappropriate development will lead to out commuting. • Previous exercises to identify sites in Scorton (2010 SHLAA) have rejected identified opportunities owing to concerns about the impact on the character of the settlement. • Scorton is a small, compact traditional former mill village at the gateway to the AONB and as such has a thriving visitor offer. • Present scale is in balance with the facilities available. • No bus service and poor access along narrow country lanes. • Distinctive character centred on the conservation area which exists in an open agricultural setting. • Potential issues arising from flood risk and noise from the nearby motorway. • Scale of development proposed would be inappropriate and overwhelm the character, form, distinctiveness and setting of the village. • Some limited small scale development may be acceptable subject to planning issues being addressed and be in keeping with the rest of the village on terms of design and location. <p data-bbox="333 774 414 805">IO_91</p> <ul style="list-style-type: none"> • Would double the size of the village – disproportionate in scale. • Part of the open setting of the village. • Cannot be defined as comprising “limited” development. • Not required to achieve sustainable development. • Insufficient infrastructure to accommodate this size of development. • Flood zones 2 and 3. • Part of the setting of the conservation area. • Inadequate access off Gubberford Lane. • Would create traffic issues. • Inadequate sewerage system. <p data-bbox="333 1300 414 1332">IO_89</p> <ul style="list-style-type: none"> • Previous SHLAA site considered to be out of scale with the character of the village.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Within the AONB and although separated by the motorway – set in a cutting - is visually part of the wider AONB. See Forest of Bowland Landscape Character Assessment 2009. • Part of the Wyresdale Estate. Wyresdale Park is recognised as a site of countryside significance as a parkland by the Lancashire Gardens Trust. • Would result in a significant outward expansion of the village. • Noise impact (m-way) • Could have a significant impact on the residents of The Crescent owing to a difference in land levels. • Problematic access with restricted visibility. <p>IO_90</p> <ul style="list-style-type: none"> • Within the conservation area and has an open, if overgrown, character. • Would create ribbon development. • Includes attractive trees and hedgerows which contribute to the character of the village. • Sits at a relatively high level and hence potential impact on adjoining properties.
1,019		<p>Pilling - IO_60</p> <p>Request that the site area be extended to include sufficient land to enable access from Lancaster Road. Existing unadopted access would not be adequate. Concerned that previously the land was considered to be outside of the settlement boundary.</p>
1,020		<p>Poulton-le-Fylde</p> <ul style="list-style-type: none"> • Development should be reasonable and proportionate. • Large scale development should be agreed in stages so that they do not irreversibly alter the towns and cause unacceptable strain on local services. • Villages and small towns should take their fair share of development. Will allow young families to stay and will revitalise these areas and reduce pressure on larger settlements. • Need to refresh/regenerate rural settlements and encourage affordable housing where there is genuine need.
1,024	Option 1, 2 & 3	<p>Cabus - Support for IO_95 as a sustainable, deliverable opportunity that could boost local employment opportunities. Supports all three options. Well connected to Garstang.</p>
1,029		<p>IO_132</p> <ul style="list-style-type: none"> • Will unnecessarily enlarge the village of Barton.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • In addition to existing permissions and applications the site would be completely out of proportion. • Lack of local retail facilities, health, education infrastructure and employment opportunities. • Wrong to develop green fields when so many brownfield sites in Wyre. • Significant drainage issues in Barton. • Would lead to an unacceptable increase in traffic levels.
1,030		<p>IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Scorton is a quiet village and area of outstanding beauty. Should remain so. • Unsuitable infrastructure. • Over-subscribed school. • Drainage and sewerage issues and difficult parking. No bus service. <p>If housing has to be built need affordable dwellings for families – but low numbers.</p> <p>Bypass near the railway may be needed to keep the village intact. New school needed.</p>
1,031		<p>IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Scorton is a small village and area of outstanding beauty. Not suitable for development. • Access roads unsuitable. • Impact on charm and pleasure to visitors and residents. • Over-subscribed school. • Nearest medical facilities in Garstang. • Drainage and flooding issues and difficult parking. • No bus service.
1,032		<ul style="list-style-type: none"> • Scorton is an area of outstanding natural beauty. • Restricted incremental development might be possible as a means of preserving the village. • Unsuitable local road infrastructure and high car ownership. • Over-subscribed school.

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ID	Option	Matters raised
		<ul style="list-style-type: none"> • Nearest medical facilities in Garstang. • Flooding issues.
1,035		<p>Scorton</p> <ul style="list-style-type: none"> • Roads are congested - no car park – impact of visitors. • In an area of flood risk. • Houses built without enlarging the drains. • Conservations area and adjacent to an Area of Outstanding Natural Beauty. • Don't want to see making in to a town with hundreds of houses.
1,036		<ul style="list-style-type: none"> • Scorton is a village of charm and character. • Tourist destination because of this. • Villages such as Scorton are increasingly rare – all efforts should be made to preserve. • Development should be proportionate – maximum of 5% of the village every ten years to preserve its character and should include affordable housing. • Proposal to double the size of the village will destroy its character. • Infrastructure issues – restricted road access and bridges with restricted height access. • Scorton school has restricted capacity. <p>IO_91 – would put homes in an area of flood risk close to the River Wyre.</p>
1,037		<p>Scorton</p> <p>IO_89 – Could be developed for a mix of uses – residential, allotments, tourist information, picnic area and toilets. Would be a positive contribution and allow families to enjoy the area in a healthy way.</p> <p>IO_90 – should be allocated for mixed housing development for all age groups.</p>
1,038		<p>IO_89, IO_90, IO_91</p> <ul style="list-style-type: none"> • Development will desecrate Scorton. • Will over-populate the area which has grown vastly over the last ten years. • School at full capacity. • No proper car parking in the village. • Unbelievable that this can be proposed without the consent of the landowner.

