

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

Issues and Options 2015 Consultation – Matters Raised

Question 1 - SPATIAL PORTRAIT – Do you agree that the Spatial Portrait....is factually correct? Is there anything that should be added, deleted or amended?

ID	Agree Yes/No	Matters raised
4	Yes	No additional comments submitted
15	Yes	All the Options are clearly outlined
16	Yes	The special portrait (SP) is factually correct however the area identified is the same size, if not greater than the whole of our village the present time.
19	Yes	No additional comments submitted.
20	Yes	No additional comments submitted.
23	Yes	No additional comments submitted.
24	Yes	No additional comments submitted.
27	Yes	In any development there must be bungalows built.
32	No	<p>The information may be correct but quite old - accurate up to date information should have been gathered rather than relying on 2012 information.</p> <p>Regarding Education, too much is said about Rossall School - do not mention any other secondary education establishment in any detail. Throughout Wyre there is a vast variety of schools and more detail should have been included.</p> <p>It would be relevant to include information about the maximum capacity of current schools (for all ages) and how many vacant places there are in total in these schools in the Wyre area.</p> <p>Not enough information and consideration has been given to the various different areas of Wyre; they vary considerably from towns and villages and a vast area of farmland/rural landscape.</p>
37	Yes	No additional comments submitted.
47	No	<p>Assumes that the need for housing arising from economic and population growth to be constant and dependent on a very narrow economic base (i.e. energy/enviro technologies) and ignores the many varied employment opportunities found in other parts of the Borough.</p> <p>A more detailed explanation of why the population growth between 2001-11 was less than the County wide average is needed.</p>

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ID	Agree Yes/No	Matters raised
		<p>In the same period house building has been at the same rate as population increase...will this continue?</p> <p>Economy - Many rural areas have very few-if any- services and the figures concerning ICT and media development appear to be not based on fact.</p> <p>Amendments must be made to clarify the role that farming and agriculture have in shaping the natural environment. The term Green Belt must also protect the countryside and towns like Garstang.</p> <p>Infrastructure – issue of highway capacity along the A6 corridor.</p> <p>A rethink of public transport provision and costs will have to take place to cater for social housing residents in outlying areas that do not have vehicular access.</p> <p>No thought to education provision in this section. Rossall School is not the only school that caters for junior and secondary pupils. Many schools in many areas of Wyre are approaching capacity and parents of pre secondary pupils in particular will not want to be faced with taking their children to schools outside of their immediate local area.</p>
59	Yes	No additional comments submitted.
61	No	Conservation Areas not identified and need to be included.
62	Yes	No additional comments submitted.
63	No	Lack of land available for business and 45% travel out of urban area to work. The traffic is horrendous. The area has an ageing population and the majority of houses built are detached 3-4 bedroom, not small bungalows catering local needs.
64	No	Little point building houses if there is no evaluation of prospective buyers. Insufficient attention paid to attracting/providing employment opportunities. If building follows current trend there will be a lot of derelict properties as ageing population need small properties. This would release large homes.
67	No	<ol style="list-style-type: none"> 1) No space for housing developments on FCP. 2) Present road and rail not coping with current residential and visitor population. 3) FCP are dormitory towns as residents travel out of the area for work.
68	Yes	No additional comments submitted.

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ID	Agree Yes/No	Matters raised
69	Yes	Disagree that any major house building programme is necessary in Great Eccleston. There are approx. 25 properties for sale.
70	No	At present second hand property isn't selling. Also, property on new housing developments unsold. Plans at Norcross and nurseries (Victoria Road) surely adequate.
71	No	Need transport for people going to work – train and road development.
72	No	Fylde coast peninsula issues – dormitory town, ageing population, people have to travel by road, trains are full.
73	Yes	No additional comments submitted
78	No	<p>Additional mapping could be added including current planning and building happening in areas, utilities - gas, electricity, sewage, broadband and childcare and EYFS provision - there is a lot of reference to jobs and the economy - but people need childcare to be able to work. There is no reference to SEN or disability statistics and education provision for children with SPLD or MLD - something which is more of an issue living in the east of the borough.</p> <p>There is no reference to accessibility for disabled people. This is lacking throughout the document. We should be planning sensitively to ensure the most vulnerable people in society are catered for and can live as independently as possible.</p>
85	Yes	Consider addressing the implications of the recent approval for Gas Storage.
90	Yes	No additional comments submitted.
94	No	Immigration has to be addressed but not at the expense of good green fields, there are plenty of sites for re-development all over the north west including Thornton Cleveleys, use this land first.
96	n/a	<p>This Local Plan should incorporate an Infrastructure Plan that is needed to support the proposals. Development without the accompanying infrastructure required to support it should not be considered.</p> <p>Very poor transport links should be addressed first.</p>
97	No	<ol style="list-style-type: none"> 1) Transport - The transport section makes no reference to cyclists. Road congestion is noted as being a problem, but this is linked to public transport. 2) Rural poverty - Agricultural workers are among the low paid. The Spatial Portrait recognises low pay in urban areas like Fleetwood but not in rural areas like Cabus. 3) Caravan parks - No mention of this provision. What is the link with provision for older people's needs? 4) There is no reference to any planning permission in the pipeline. 5) There has been a lot of development around Garstang/ Catterall relative to the sizes of these settlements. 6) There is no reference to the last actual Local Plan – 1999 – which is needed for a proper review. 7) Have the Utilities been making investments on the basis of the previous Plan? What commitments are already in the ground in the form of

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ID	Agree Yes/No	Matters raised
		<p>gas, electricity, water, broadband, sewage? A map to show where services are, and what the capacity of existing services is, e.g. Pilling not developed due to sewage constraints for 20 years.</p> <p>8) Any development should be dependent on a properly planned transport network, which takes full account of the need to reduce carbon emissions for climate change, health and other environmental considerations.</p>
98	Yes	There is far more details on the economy section than anything else. It would be good to see population densities for each town and a ratio of employment in those areas.
100	Yes	No additional comments submitted.
103	Yes	No additional comments submitted.
106	No	<p>Para. 1.7 - Include current infrastructure provision, commitments and plans, etc.</p> <p>Para. 2.10 - Discuss localised disadvantage at a less general scale. Portrait omits rural poverty.</p> <p>Para. 2.11 - Map/list recent new development & redevelopment/intensification.</p> <p>Para. 2.15 - Clarify 'empty (retail) units'. Make more of conversion & redevelopment opportunities.</p> <p>Para. 2.17/2.19 - Commuting & employment patterns & data should be disaggregated.</p> <p>Para. 2.21 - 'Fish park' plans underplay Fleetwood's structural economic problems, and potential. Limited & partial understanding of local economics and opportunities.</p>
112	Yes	No additional comments submitted.
113	No	<p>The Spatial Portrait fails to make any reference to the following:</p> <p>Evidence-Based Review of Last Local Plan There is no reference to the success of failure of the last Local Plan with regard to what was actually delivered against target (vision and strategic objectives). It would be helpful to know whether Utilities have been making investments on the basis of the previous Plan and what commitments are already in the ground in the form of gas, electricity, water, broadband, sewage etc</p> <p>Facilities and services - A map to show where facilities and services are, and the capacity of existing services should be made available (e.g. Pilling not developed due to sewage constraints for 20 years). The map and the spatial portrait should include and make reference to the following: libraries, leisure facilities, nursing homes, sheltered accommodation, nursery and early years' child provision, schools, accessibility/disability, police stations.</p> <p>Planning in the Pipeline There is no reference to any planning permissions which are in the pipeline (major outline or specific), there needs to be in order to enable appropriate consideration of the document.</p>

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ID	Agree Yes/No	Matters raised
		<p>Recognition of Recent Growth Although there has been much development in Thornton, as mentioned in the document, there has also been a lot around Garstang/Catterall which are relative to the sizes of these settlements and reference should be made.</p> <p>Transport. The transport section makes no reference to cyclists. Road congestion is noted as being a problem, but while this is linked to public transport, there is no reference to the current poor provision for cyclists. A6, A586 and A585 all have patchy provision. Little has been done to provide for cyclists on most stretches of the A roads in Wyre.</p> <p>Rural poverty. Agricultural workers are among the low paid. The Spatial Portrait recognises low pay in urban areas like Fleetwood but not in rural areas like Cabus.</p> <p>Caravan parks No mention of this provision which there should be given that this is a key characteristic of the Cabus/Garstang area and has implications for tourism, the economy and housing (including retirement).</p> <p>Carbon Footprint Any development should be dependent on a properly planned transport network, which takes full account of the need to reduce carbon emissions for climate change, health and other environmental considerations.</p>
114	No	<p>Para 2.9, shows projections in percentages rather than giving definitive sizes to population sub-groups. This adds to confusion over what the population profile will be in 2031. This is extremely important as it appears to be the basis for defining a need for up to 9800 new houses. However, evidence from the ONS indicates minimal population growth over the next 10 to 15 years. Based on historical data that indicates that around 4,500 new dwellings should be sufficient. Para 2.20, what basis is there for assuming growth in ICT?</p> <p>Para 2.33, the statement regarding A585 should say current congestion is a barrier to attracting both people and business to the FCP</p> <p>Para 2.34, attention should be drawn to the limited parking at Wyre’s only railway station which would prevent growth in use of station. Car parking space is at a premium throughout the FCP with little scope to improve</p>
115	No	No additional comments
116	No	The Government agenda on planning reforms to speed up construction represents a shift away from localism. To grant automatic approval of PDL represents a threat to the ability of local people to have their say on the development of the area.
117	No	<p>Population projection for Wyre shown on ONS graph from 2014 to 2032 is from 108,300 to 114,300, some 333 per year. The 2011 census shows that 2.2 persons per household.</p> <p>So the number of houses required for Wyre are 151/year.</p>

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ID	Agree Yes/No	Matters raised
		<p>Paragraph 2.12 in the Wyre issues and options are factually incorrect. Using land registry data the average house price in Wyre over 10 years have not risen by 63%. No data is available for Wyre directly, but is available for Blackpool and for Lancashire, which can be regarded as reasonable substitutes, as one is a neighbour of Fleetwood or the other within the data catchment area. From the period July 2005 to July 2015 the figures are: Blackpool house price index down from 205 to 150, with a current average price of £75K. Lancashire house price index down from 195 to 180, with a current average price of £105K. So there has been no upward pressure on housing in the decade and to suggest otherwise is a dishonest base to form policy.</p> <p>Table 2.2 in the issues and options Wyre document shows future growth potential for key industrial sectors. The major ones are advanced manufacturing, and energy and environmental technologies. No evidence is given as to why they are selected. Also what is the employment potential and land need of these technologies?</p> <p>Paragraph 2.2 in the Wyre issues and options document, makes it clear that there is a distinct geographical polarity within Wyre. This is due to geographical and historic reasons leading to polarity in population density, skill set and social needs. This should be acknowledged and craft the basis of decisions in the options paper.</p> <p>If the data above is not employed as the base from which to make decision options in the Wyre issues and options paper, the document should clearly state why this set is dismissed in favour of other information, even if provided by paid consultants.</p>
131	Yes	No additional comments submitted.
136	Yes	<p>The plans fail to analyse in detail the impact such a high level of development would have on the infrastructure of the borough – e.g. health, leisure and education.</p> <p>How much consideration will be given to the preservation of the heritage and natural beauty of our borough? Will such areas as Garstang castle be over developed and lost forever? In short will the unique and beautiful character of our area be preserved or lost forever?</p>
143	Yes	No additional comments submitted
151	No	Para. 2.9:

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • The percentages are incorrect and misleading. • The 25-54 age group may decline in percentage terms but not actual numbers. • The fact that the Peninsula is cut off from the rest of Wyre and Fylde is not assessed.
152	No	No additional comments submitted.
153	No	45% already travel outside the borough to work. Problem would increase if thousands more homes are built.
154	Yes	No additional comments submitted.
155	No	No additional comments submitted.
156	No	The housing in the plan exceeds the predicted increase population.
157	No	More housing will not attract young people to area as not enough jobs and road congestion will get worse. Need to retain open space.
161	No	Factually correct but does not identify the major problems on the Fylde Coast Peninsula – loss of local jobs (I.C.I). Thornton has become a commuter belt town with significant traffic issues.
163	Yes	No additional comments submitted.
165	No	No additional comments submitted.
166	Yes	No additional comments submitted.
167	No	No additional comments submitted.
168	No	The vision for Thornton not supported by local people. Won't be a place for young people. Issue of need for schools, hospitals, doctors.
169	No	Create greenbelt land around Garstang. Supposedly an Historic Market Town being turned into an urban sprawl. No housing shortage. Wyre Borough Council are developer led.
179	No	None of the options are supported by relevant data to support the assertions and assumptions. No supporting evidence to support the statements. Option 2 is biased and driven by property developers, and speculators etc. and negates the interests of communities and general public.
184	Yes	More attention to agriculture and tourism/leisure and the relationship with adj. authorities in economic and housing terms. No mention of fracking.
185	No	Not enough emphasis on air quality in Stanah
187	No	Unclear which part is the Spatial Portrait so impossible to comment.
189	No	No additional comments submitted.
190	Yes	No additional comments submitted.
193	No	Lacks detailed data to support options. Questionable that businesses will be attracted to A6 corridor. Always units available opposite

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ID	Agree Yes/No	Matters raised
		Burlingham Caravans and empty shops on high street. Recent housing in Garstang hasn't attracted businesses.
195	Yes	No additional comments submitted.
196	Yes	No additional comments submitted.
197	No	No additional comments submitted.
198	No	The Spatial Portrait (SP) doesn't identify result of LA policy over last 20 years. Thornton and other parts of the FCP have become dormitory towns. This is illustrated in the SP through paragraphs 2.17, 2.7, 2.33, 2.40 and 2.41.
199	Yes	No additional comments submitted.
202	Yes	No additional comments submitted.
207	No	Fylde Coast Peninsula – poor transport links (railway), congestion on A585 (deters investment) and very poor public transport.
208	No	No additional comments submitted.
213	Yes	No additional comments submitted.
214	No	Flood plan and flood risk area, areas or Greenbelt and SSSI and proposed gas storage site.
215	No	See response 198
216	No	See response 198
217	n/a	See question 7
219	No	Lack of detailed distinction between houses and small retail.
221	No	<ol style="list-style-type: none"> 1) The spatial Portrait does not recognise that Thornton and other parts of the Fylde Coast Peninsular have become dormitory towns with residents travelling out of the borough for work. 2) Literature handed out by Wyre Council assumes that population of Wyre will continue to grow at a similar pace to national projections. 3) Wyre has particularly poor access. The Fylde Coast Peninsular has no train station and only one road connecting to the motorway and one to Blackpool. Both of these routes suffer from congestion and are the only routes available to commuters. 4) Transport: parking at Poulton train station is insufficient, trains are overcrowded, bus routes lack joined up thinking and tram network carries little benefit for Wyre residents. Lack of cohesive transport is a deterrent in attracting business to the FCP. 5) Consideration for health care provision has not accounted for predicted 95% increase of the over 85 population.
222	n/a	<ol style="list-style-type: none"> 1) Thornton and FCP have become dormitory towns as a result of policy - this has not been addressed. 2) 2.7, (p.15) Assumes that population will continue to increase at the same rate of 2.5% to 2031. 3) Wyre has poor access. FCP which has no railway links and only one road to the M55. 4) Transport: parking at Poulton train station is insufficient, trains are overcrowded, bus routes lack joined up thinking and tram network

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ID	Agree Yes/No	Matters raised
		carries little benefit for Wyre residents. Lack of cohesive transport is a deterrent in attracting business to the FCP. 5) Consideration for health care provision has not accounted for predicted 95% increase of population over 85.
223	Yes	No additional comments submitted
224	Yes	No additional comments submitted
232	Yes	Not convinced that one plan can address the diverse needs of the more urbanized west coast, and the rural east. They are so different, different characteristics, population and needs. I do not believe the plan and outline proposals reflects the diversity of the area, and there should be separate plans for the strategic objectives and/or the different parts of the borough.
236	Yes	No additional comments submitted
244	Yes	No additional comments submitted
254a	Yes	No additional comments submitted
254b	Yes	No additional comments submitted
260	No	Issues: Poulton station has limited parking. FCP has no rail link Lack of good access and transport deters business.
261	No	Hospital waiting lists are too long considering the aging population. No accident and emergency services in Wyre. Flood zone level 3 could result in several Wyre areas being cut off due to inadequate transport links. Poor cycling provision.
263	No	No additional comments submitted
264	Yes	No additional comments submitted
266	Yes	No additional comments submitted
268	Yes	No additional comments submitted
269	Yes	No additional comments submitted.
270	Yes	No additional comments submitted
272	Yes	No additional comments submitted
275	Yes	No additional comments submitted

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ID	Agree Yes/No	Matters raised
276	Yes	No additional comments submitted
282	Yes	No additional comments submitted.
284	Yes	<p>Largely in agreement.</p> <p>L.P does not acknowledge that the area lies within 2 miles of a site chosen by Caudrilla for shale gas (Roseacre). The proposal could be very significant for Wyre over the next 15 years. The area could become much more industrialised with many shale gas sites and accompanying HGVs impacting upon air and water quality.</p> <p>Given the beautiful rural nature of the borough, there should be a clear statement in the L.P. as to the planning authority’s attitude towards the industry.</p> <p>Technology exists so that shale gas sites can be sited in industrial areas from where they can branch out under the ground to reach surrounding gas. This statement would be acceptable by most of the existing residents and would enable the industry to develop in existing industrial estates without damaging the rural environment.</p> <p>Wyre is a relatively stable area in terms of population growth with only a modest increase in population. Growth in the South of England should not impact upon Wyre where the population is relatively stable.</p>
285	Yes	No additional comments submitted
286	No	<p>No mention of residential/static home parks which is an important accommodation type for older people.</p> <p>Sceptical about the population projection figures and therefore the number of new houses needed.</p>
288	No	No additional comments submitted
290	Yes	No additional comments submitted.
293	Yes	No additional comments submitted
296	No	<p>Lack of emphasis on:</p> <ul style="list-style-type: none"> • Greenbelt, • Public open space, • Brownfield land, • Poor road access

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Reliance on car to reach railway station <p>Wyre is a net exporter of labour with many dormitory towns. A sub-regional solution to problems should therefore be proposed.</p> <p>2.33 fails to recognise seriousness of road conditions and impacts upon environment.</p> <p>2.34 fails to emphasise shortcomings of public transport across borough.</p> <p>2.42 fails to project whether health care provision can support increasing numbers of 75+ year olds.</p>
297	No	<ul style="list-style-type: none"> • Thornton and FCP are isolated from major road and rail links. • 45% of working residents travel out for employment. • Poulton station has limited parking. • Trains are overcrowded. • Tramway system has limited benefit. • Poor access deters business to FCP.
301	Yes	No additional comments submitted.
303	Yes	<p>The I&O document is overall a good framework for consideration of all aspects and implication of change brought about by proposed development within the borough. Development within the region and the country is inevitable and necessary; however care must be taken when considering the need verses demand.</p> <p>Building houses to drive the economy does not benefit the local area long term, some challenge and intelligence must be shown by the council when faced with Government targets.</p> <p>Wyre is a lovely part of the country and any investment must be focused on improving the environment and services for those who live and work here.</p>
304	No	No additional comments submitted.
305	n/a	Local people do not know what is meant by 'Spatial Portrait'. Disregard all data from this question.
306	No	No additional comments submitted.
307	No	No additional comments submitted.
309	No	No additional comments submitted.

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ID	Agree Yes/No	Matters raised
310	Yes	No additional comments submitted.
311	Yes	No additional comments submitted.
312	Yes	No additional comments submitted.
313	No	No additional comments submitted.
315	Yes	No additional comments submitted.
319	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been to turned into dormitory towns. 45% commuting. Needs to be properly acknowledged and understood. • ONS predict similar growth rates in the future to 2031 as occurred 2001-2011. • Relatively poor access into/out of the FCP. Congestion. • Fails to identify the shortcomings in the tramway and rail service, including limited parking at Poulton-le-Fylde railway station. • Lack of good access is a serious deterrent to business. • Fails to identify the impact on services and facilities of increasing older population.
330	Yes	No additional comments submitted
344	No	<p>In the main I agree with the Spatial Portrait.</p> <p>Housing:</p> <p>Important that the following are documented and consideration is given to their impact on policy.</p> <p>a) Fylde Coast SHMA Para 5.33 – Average household size has decreased from 2.29 to 2.24 between 2001 and 2011.</p> <p>It is also noted that SHMA Para 5.34 recognises that households in Wyre are becoming smaller at a faster rate than seen nationally. An assessment of future expectation would be of benefit to the Issues and Options / Draft Local Plan.</p> <p>b) Fylde Coast SHMA Para 4.44 – Property sizes in Wyre increased from 5.38 to 5.59 rooms between 2001 and 2011. Given the decreasing average household size over the same period this is an anomaly that should be addressed in the Issues and Options / Draft Local Plan.</p> <p>c) Fylde Coast SHMA Para 4.41 – as of 2011, the average number of bedrooms per household in Wyre was 2.75, and importantly the</p>

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ID	Agree Yes/No	Matters raised
		<p>proportion of under-occupied households was 78.4%.</p> <p>Recognition of this information needs to be provided in the Issues and Options / Draft Local Plan.</p> <p>All of these important factors need to be taken into account when considering the mix of housing on new developments. Although the information above indicates a need to re-balance the housing stock in terms of the number of rooms / bedrooms, an analysis of required floor space within the Spatial Portrait would also be welcome to ensure developers are providing adequate floor space.</p> <p>Economy:</p> <p>Although para 2.17 of the Issues and Options recognises that Wyre is a net exporter of Labour, it would be useful to present the percentage figures, i.e. that only 54.1% of Wyre residents who work do so within the authority (although around 83% work within the Fylde Coast) - meaning Wyre has a surplus of workers over jobs.</p> <p>No mention of wage levels, a factor in the high commute figure out of Wyre and the acknowledged decrease in the working age population.</p> <p>Infrastructure (Transport):</p> <p>Mention should be given to the disused rail line from Poulton to Fleetwood and both the wish and the necessity for this line to be re-opened.</p> <p>Infrastructure (Open Space):</p> <p>Reference should be made to the latest open space audit (Wyre Open space Audit Update June 2010).</p> <p>a) No mention is made to open space in terms of either the Council’s target of 1.74 hectares per thousand population (see para 2.14 of the audit), or the Fields in Trust (FIT) national standard of 2.4 hectares per thousand population (see para 2.5 of the audit), also known as the Six Acre Standard.</p> <p>b) No mention is made to actual open space in the Borough as a whole, by area (e.g. Cleveleys) or by Ward (e.g. Jubilee).</p> <p>It is very important to document the position in the Issues and Options / Draft Local Plan and provide details of the shortfall in the Borough as a whole, by area, and by Ward.</p>

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ID	Agree Yes/No	Matters raised
353	Yes	No additional comments submitted.
354	Yes	No additional comments submitted.
356	Yes	No comment
358	Yes	No additional comments submitted.
359	Yes	Does not understand need for so much additional housing when coastal resorts are in great decline. Coastal resorts are not increasing in size or employment.
360	Yes	No additional comments submitted
362	Yes	No additional comments submitted.
363	Yes	<p>The Spatial Portrait must recognise social disparities within the borough and ‘close the gap’.</p> <p>Retention of labour forces should be a key issue.</p> <p>Rural settlements should not become large housing estates:</p> <ul style="list-style-type: none"> • With poor connectivity, • Unsustainable, • Detached from services and employment. <p>Population growth in the area will exacerbate existing road congestion and hazards along:</p> <ul style="list-style-type: none"> • M55 • A6 • M6 <p>Environment:</p> <p>Garstang, Catterall and Claughton act as gateway to AONB. Spatial Portrait should identify the need to protect the AONB and Adjacent areas.</p>
364	Yes	The spatial portrait is not accompanied by any socio economic evidence.
365	No	<p>Lambs Road and Skippool Road:</p> <ul style="list-style-type: none"> • Narrow, • Dangerous junctions (crossed by fast moving traffic), • Congested at the beginning and end of school day, • Previous consultations on improving the roads have been fruitless, • Roads cannot support additional development and associated traffic.

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366	No	Partially correct however, fails to identify that as a result of Policy over the last 20 years or so that Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into Dormitory Towns. No account has been taken of the number of empty properties in the borough or the strategy for recovering them for redevelopment which would avoid unnecessary new builds.
382	No	<p>It fails to identify that as a result of Policy over last 20 years or so Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into Dormitory towns.</p> <p>Office of National Statistics (ONS) anticipate similar growth rates to 2031 yet Wyre’s forecast development figures would see a 20% increase in current population during this period!?</p> <p>The 2013 SHMA has doubled the new housing targets from the 2012 Preferred Option report.</p> <p>The housing market in west Wyre is stagnant and there is no evidence of a housing shortage, particularly in the Fylde. However there seem to be definite opportunities for sustainable growth in the rural Wyre / A6 corridor.</p> <p>Wyre has relatively poor access. Especially the FCP, which has no railway link and only one road to the M55 and one to Blackpool both of which are often congested. The very routes most of the commuters who live on FCP use to get out of the borough.</p> <p>Public transport fails to identify the serious shortcomings in the rail service - very limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services and fails to mention that the tramway, subject to major recent investment, has very limited benefit for most Wyre residents</p> <p>All this lack of good access is a serious deterrence to business and new business establishment in FCP.</p> <p>There is no account taken of the number of empty homes in the borough nor the strategy for recovery of these dwelling. Recovery of these existing properties would avoid several years of new development across Wyre.</p> <p>2.41 refers to Health Service provision but fails to identify the reality that an increase of up to 95% in the number of over 85s is expected.</p>
386	Yes	No additional comments submitted.
391	No	Don’t understand the term “spatial portrait”. Not plain English.
398	No	<p>IO_101 includes school playing fields – this should not be highlighted for development.</p> <p>Portrait should show details of flood plain/flood defences. This would indicate where development would create further flooding issues.</p>
399	Yes	No additional comments submitted.
407	No	Spatial portrait does not recognise that most people travel out of the FCP for work. Travel infrastructure is already over stretched and cannot support additional housing.
408	No	1. Supporting delivery of new infrastructure is not available considering land allocations for housing.

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ID	Agree Yes/No	Matters raised
		2. Insufficient infrastructure and industry on Fylde and limited land, available space cannot support more industry. 3. Agrees with disadvantages to option 1. 4. Option 2 offers more flexibility and would attract people from FCP.
409	n/a	<ul style="list-style-type: none"> • Need for population growth is not proven. • Does not distinguish between different areas of the borough. • Importance of agriculture is not recognised.
410	Yes	No comment
413	Yes	No comment
416	Yes	No comment
417	No	Lambs Road and Skippool Road: <ul style="list-style-type: none"> • Narrow, • Dangerous junctions (crossed by fast moving traffic), • Congested at the beginning and end of school day, • Previous consultations on improving the roads have been fruitless, • Roads cannot support additional development and associated traffic.
418	Yes	No comment
419	No	1. Portrait is correct but does not acknowledge fundamental lack of integration between rural East and coastal West. <ol style="list-style-type: none"> a) Instead Garstang and Catterall look to Lancaster and Preston for services and employment. b) Different problems and opportunities exist in the two areas and require different approaches. c) Effect of neighbouring growth strategies should also be considered. d) Data averaged across borough is therefore unhelpful (incl. occupational distribution, demographic and growth potential) 2. need for knowledge based sectors is highlighted and yet the potential of: <ul style="list-style-type: none"> • Lancaster University, • B4RN (high speed ITC network), Are not mentioned. They both have the potential for innovative enterprise.
422	No	Different parts of the borough have different social, economic and demographic profiles, and therefore have specific development requirements.

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ID	Agree Yes/No	Matters raised
		<p>The validity of statistics and how they factor into the development plan is a concern (incl. migratory influx, housing approvals and the decrease of age groups 15-34 and 45-54).</p> <p>Paragraph 2.20: -there is a lack of information on “Wyre's competitive advantage moving forward”. Will this actually benefit residents in terms of prosperity and wellbeing? -there needs to be clarity on the matter of “environmental technology” and “sites for the energy sector”. The latter is likely to cause controversy and should be held to public discussion in terms of; the effects on the environment, agriculture, tourism, existing settlements and potential housing land.</p> <p>Table's 2.1 and 2.2 It is unclear why agriculture and other land based occupations aren't listed. They are important occupations and are consistently missing from the I&O document. They should be the basis for sustainable development with localised food production and food security as key issues.</p> <p>There are many lanes, footpaths and landscapes which need to be included in the Spatial Portrait.</p> <p>Agriculture has a unique role in shaping the landscape; this should be acknowledged in para. 2.22, 2.23 and table 2.3.</p>
423	Yes	Notes reference to natural environment
424	Yes	No comment
426	Yes	No Comment
427	n/a	The spatial portrait needs to be assessed in conjunction with similar schemes put forward by other authorities.
431	Yes	No additional comments submitted.
435	n/a	<p>Concerned that a local plan has been drawn up whilst evidence is still being gathered and will be made to fit.</p> <p>Considers that the use of “Fylde peninsula” to describe the borough (para. 2.3) is wrong as large parts are not within the peninsula at all.</p> <p>Considers that Wyre consists of two completely separate areas – the urban area of Fleetwood, Cleveleys, Thornton and Poulton-le-Fylde in the west and the rural remainder of the borough. Consequently to be useful there should be two separate spatial portraits; one for the urban</p>

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ID	Agree Yes/No	Matters raised
		<p>peninsular and one for the rural area. Without this clear distinction the spatial strategies cannot be properly judged.</p> <p>Para 2.17 quotes the outflow and inflow of workers with the neighbouring authorities as a whole for Wyre. It needs to be split to show the urban peninsula exchanges labour mainly with Blackpool while the rural area exchanges workers mainly with Lancaster, Preston and other towns accessed via the M6 & M61.</p> <p>The growth potential in the table in para 2.21 looks unreasonably optimistic owing to lack of good road or rail connections. Other districts better located to attract Advanced Manufacturing/Engineering, ICT and Energy & Environmental Technologies.</p> <p>The flood zones 2 & 3 clearly show the absurdity of planning more major housing growth within Wyre.</p> <p>This section headed Built Environment says nothing about the main built environment only referring to chocolate box bits.</p> <p>The average distance people travel to work by car means little when so many people use a car for very short trips of under two miles. It would give a better picture saying how many people were travelling over 10, 20 and 30 miles to work by car.</p> <p>Understands that there is still a part time police station functioning in Garstang.</p> <p>Have said nothing about the National Cycle Network of which there are at least two major routes within the borough.</p> <p>Have said nothing about visitor accommodation, hotels, B&Bs, caravan sites and camping sites. These are surely relevant when tourism is a significant part of the local economy.</p> <p>What about crime statistics and accident statistics? A portrait needs to show warts and all.</p>
436	No	<p>2.17-Census takes no note of closure of Norcross, this has resulted in more residents travelling outside Wyre.</p> <p>2.33- Road access to FCP is very poor not relatively poor. A585 is frequently slow moving not just at peak times</p> <p>2.34- Public transport is poor, bus services are limited in certain areas and Wyre has limited benefit from tramway investment. There are serious shortcomings in rail service and access to Poulton station is poor.</p> <p>2.40- Does not address issues of ageing population and their needs.</p>

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ID	Agree Yes/No	Matters raised
443	Yes	No additional comments submitted.
449	No	No additional comments submitted.
454	Yes	No additional comments submitted.
463	Yes	No additional comments submitted.
472	Yes	<ul style="list-style-type: none"> • The area of Bowland AONB must be protected. • The most deprived areas such as Fleetwood should be developed to facilitate manufacturing and engineering, and to build houses in these areas to support the workforce. • As most people travel from Wyre to Blackpool to work, build housing there so people do not need to travel as far, as roads are already at full capacity.
473	Yes	No additional comments submitted.
474	Yes	<p>Transport The local roads need to be improved, as well as the main roads. The A588 is indentified by the Road Safety Foundation as one of the 10 most dangerous roads in Britain.</p> <p>Infrastructure Reference should be made within the plan to the Halite underground gas storage facility, and consideration given to the impact on residential development in the area.</p>
477		<p>Much is correct, but over the last 20 years of policy, Thornton and other parts of the Fylde Coast have become dormitory towns in that 45% of working residents travel out of the borough for work. Wyre has relatively poor access, especially the Fylde Coast Peninsular: 1 road to M55, 1 road to Blackpool; both frequently congested. Single rail link at Poulton – lack of adequate parking, overcrowded trains at peak times. Confusion with bus services and a modernised tramway which benefits few residents. All are deterrents to business development which requires adequate commuter routes. Possible new rail station is East of borough near Garstang, hopefully limiting car use suggests Option 2 better location.</p> <p>Threat to Green sites – need to maintain some on West side of Wyre estuary as eastern side will be industrialised for gas storage. The Ecology centre merits protection.</p> <p>Reference to Health service provision fails to identify the potential increase of 95% in over 85 year olds. Existing surgeries are pushed to their</p>

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ID	Agree Yes/No	Matters raised
		limits.
483	n/a	Not expert enough to comment
484	Yes	Not expert enough to comment
485	No	It includes our village playing field and bowling green!
487	No	You will be unable to project future growth potential in Wyre as the world is changing very quickly in this internet-led age.
488	No	Thornton and the FCP population has exploded over the last twenty years, but nearly half of the working residents have to travel out of the area for work. The roads will not take any more.
489	No	Not enough facilities such as doctors, shopping, public transport.
491	No	Roads need to be widened to accommodate increased traffic in relation to new development.
492	No	Roads are not wide enough to take extra traffic in relation to new development.
494	No	<p>It fails to identify that as a result of Policy over last 20 years or so Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into Dormitory towns.</p> <p>Office of National Statistics (ONS) anticipate similar growth rates to 2031 yet Wyre’s forecast development figures would see a 20% increase in current population during this period!?</p> <p>The 2013 SHMA has doubled the new housing targets from the 2012 Preferred Option report.</p> <p>The housing market in west Wyre is stagnant and there is no evidence of a housing shortage, particularly in the Fylde. However there seem to be definite opportunities for sustainable growth in the rural Wyre / A6 corridor.</p> <p>Wyre has relatively poor access. Especially the FCP, which has no railway link and only one road to the M55 and one to Blackpool both of which are often congested. The very routes most of the commuters who live on FCP use to get out of the borough.</p> <p>Public transport fails to identify the serious shortcomings in the rail service - very limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services and fails to mention that the tramway, subject to major recent investment, has very limited benefit for most Wyre residents</p> <p>All this lack of good access is a serious deterrence to business and new business establishment in FCP.</p> <p>There is no account taken of the number of empty homes in the borough nor the strategy for recovery of these dwelling. Recovery of these existing properties would avoid several years of new development across Wyre.</p> <p>2.41 refers to Health Service provision but fails to identify the reality that an increase of up to 95% in the number of over 85s is expected.</p>
495	Yes	No additional comments submitted.
509	No	Fails to note that Thornton has been turning into a dormitory town.

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ID	Agree Yes/No	Matters raised
510	n/a	No statistical information about Emergency Services, average distances to Doctors and number of practises and/or A&E Hospitals. Public Services Bus, Railway Stations.
517	No	No additional comments submitted.
518	No	It fails to indicate that policies in the last 20 years have caused Thornton and other parts of the FCP to turn into dormitory towns, more people travel out of the borough to work than come in. Population growth in Wyre to 2031 seems very excessive and therefore proposed housing targets are too high. Thousands of new houses will not generate jobs in a stagnant housing market. Areas on the A6 corridor are more sustainable.
519	No	Para 2.9 shows projections in percentages rather than giving definitive sizes to population sub-groups. The projected actual numbers of people in the various age groups in 2031 should be specified. This is important as it appears to be the basis for defining a need for up to 9800 new houses. Evidence from the ONS indicates minimal population growth over the next 10-15 years. Based on historical data that indicates that around 4,500 new dwellings should be sufficient. Para 2.20 what is the basis for assuming growth in ICT? Para 2.33 The statement re A585 should say current congestion is a barrier to attracting both people and businesses to the FCP. Para 2.34 Attention should be drawn to the limited parking at Wyre’s only railway station which would prevent growth in use of station. Car parking space is at a premium throughout the FCP with little scope to improve.
520	No	No additional comments submitted.
521	Yes	No additional comments submitted.
524	No	Commuting out of the FCP means that roads have reached capacity. Public transport is insufficient. If there was a train link from Fleetwood to Preston the situation may be viable. Insufficient parking is available at Poulton train station and trains are congested at peak periods.
526	No	Fails to identify the key issues around the FCP (Thornton, Poulton and Fleetwood) being 'dormitory' towns. 45% of residents commute daily to work outside of the area - congestion on the road network, air pollution, impact on family life (longer work days) Increasing aging population.
549	Yes	No additional comments submitted.
551	Yes	Not very clear to understand.
553	Yes	Not an expert in planning matters.
554	No	Would be useful to get some idea about the major commute locations of the residents of the area.
563	n/a	Don't feel qualified to comment.
564	n/a	Unsure - There is too much land allocated for the level of demand.

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ID	Agree Yes/No	Matters raised
565	Yes	No additional comments submitted.
567	No	Thornton is gridlocked at peak times.
568	No	<p>Additions:</p> <ul style="list-style-type: none"> • Poulton has become a dormitory town as a result of policy of the last 20 years. • Wyre has poor access - no rail link and only one road to the M55 and one to Blackpool which is congested. • The tramline has limited benefit for the majority of residents. • Healthcare provision should reflect the increasing elderly population.
569	No	<p>Many people travel out of the borough for work. Health services cannot cope with the increase in population. Proposed development of floodplains is not sensible.</p>
570	No	<p>Additions/amendments:</p> <ul style="list-style-type: none"> • Avoid development in flood risk areas. • Availability of business land. • Recreational open space. • Foresight with regards to infrastructure.
571	No	<ul style="list-style-type: none"> • Lack of rail connection at Thornton. • Thornton doesn't have a defined centre and having further housing development on the periphery will only further fragment the community. • Insufficient stress has been made on the need to have good roads before an increase in housing development is allowed. • An assumption that an increase in population leads to an increase in jobs is not explained/justified.
572	No	See 687
572_1	No	See 687
573	Yes	No comment
574	Yes	<p>Are there plans to improve public transport between Fleetwood and the rest of Wyre as they rely upon it most heavily? Can the rail link be reintroduced or better links with Poulton railway station be considered? Where is the anticipated growth in engineering and manufacturing? Fleetwood hospital should be included as part of the emergency services as it has no A&E department and is frequently closed down. Has the use of 'Brownfield' sites in Fleetwood been considered?</p>

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ID	Agree Yes/No	Matters raised
575	No	Major issues for the FCP: <ul style="list-style-type: none"> • Few job opportunities increase outward commuting. • Poor road access and congestion. • Limited parking at Poulton station. • Public transport is poor.
576	Yes	Agrees with 3.35 - <i>relatively poor road access.</i>
577	Yes	Road not good enough.
578	No	Lambs Road and Skippool Road: <ul style="list-style-type: none"> • Narrow, • Dangerous junctions (crossed by fast moving traffic), • Congested at the beginning and end of school day, • Previous consultations on improving the roads have been fruitless, • Roads cannot support additional development and associated traffic.
578_1	No	Lambs Road and Skippool Road: <ul style="list-style-type: none"> • Narrow, • Dangerous junctions (crossed by fast moving traffic), • Congested at the beginning and end of school day, • Previous consultations on improving the roads have been fruitless, • Roads cannot support additional development and associated traffic.
579	Yes	No comment
580	No	No additional comments submitted.
580_1	No	No additional comments submitted.
581	Yes	Fylde must not become a close conurbation which is a danger on the peninsula towards Fleetwood.
582	Yes	No additional comments submitted.
582_1	Yes	No additional comments submitted.
583	No	Major issues for the FCP: <ul style="list-style-type: none"> • Few job opportunities increase outward commuting. • Poor road access and congestion.

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> Limited parking at Poulton station. Public transport is poor.
584	No	Major issues for the FCP: <ul style="list-style-type: none"> Few job opportunities increase outward commuting. Poor road access and congestion. Limited parking at Poulton station. Public transport is poor.
585	No	Allocated sites are outdated. The area highlighted for Fleetwood has already been developed for housing. The plan shows the initial area before housing developments took place. It does not give a clear indication of what land is actually left for development. There is no mention of Fleetwood Marsh which is a biological heritage site (See 2.5).
586	No	Road will not take the extra traffic. Roads are already struggling with the juggernauts going to Direct Poultry Supply.
587	No	<ul style="list-style-type: none"> Bownfield sites are not mentioned. Impact of the new Broughton Bypass on commuter residents is not mentioned.
589	No	Proposed housing on IO_22 is not necessary and will only become an extension of Pheasants Wood estate with anonymous houses and lack of shops/facilities
590	n/a	It is not possible to comment on the accuracy of a vision. When consulting with the public, jargon should be avoided.
591	No	A portrait cannot be perceived as being correct or incorrect.
592	Yes	No comment
593	Yes	No comment
595	n/a	There is no Green Belt around Garstang.
601	Yes	Housing Para. 2.12 – According to Lloyd’s house prices in the NW have increased by less than 13%, 63% in Wyre appears exaggerated. Built Environment Para. 2.29 – suggests Conservation Areas are ‘protected’, but protected from what? The Area between Garstang & Churchtown now has one of the largest wind turbines in the UK on it.

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ID	Agree Yes/No	Matters raised
		<p>Infrastructure Para. 2.33 – the A6 also becomes totally gridlocked if the adjacent M6 is closed. Para. 2.34 - Buses in the area have been significantly reduced over the last 24 months & this is mentioned further in 3.31.</p>
603	Yes	No additional comments submitted
606	Yes	No additional comments submitted
608	Yes	<p>Para 2.11- Should include up-to-date (July 2015) housing completion figures and number of dwellings with planning permission to give a sense of scale and enable comparison with the projected number of houses required. Para 2.33 - Should mention the new bypass from Windy Harbour to Skippool. Para 2.34 - The section on bus services should make reference to the limited service in rural communities. Para 2.37 The figures on educational achievement should be updated to reflect latest data. Para 2.39 This is a factual section. The sentence “However, this may be due to Wyre’s elderly population” should be removed as it is speculation. Para 2.44 The Knott End and Garstang fire stations are not staffed full time and this should be identified. Fleetwood is not the only police station. There is one in Poulton, one in Garstang and one in Preesall although there is no public counter at Preesall or Garstang.</p>
609	Yes	Para. 2.37 - State the 2012/13 attainment grade percentage rather than the 2011/12 figure so that the values correlate with the 5% increase in educational achievement that is quoted?
613	Yes	No additional comments submitted
615	No	No additional comments submitted.
632	No	<ul style="list-style-type: none"> • Conflict between stable Office of National Statistics (ONS) growth rates to 2031 and Wyre’s forecast development figures would see a 20% increase in current population during this period. • The housing market on the Fylde coast is stagnant. No evidence of a housing shortage. • Opportunities for sustainable growth in the rural Wyre / A6 corridor. • No account taken of the number of empty homes in the borough – re-occupation would reduce need for development.
633	No	<ul style="list-style-type: none"> • Conflict between stable Office of National Statistics (ONS) growth rates to 2031 and Wyre’s forecast development figures would see a 20% increase in current population during this period. • The housing market on the Fylde coast is stagnant. No evidence of a housing shortage. • Opportunities for sustainable growth in the rural Wyre / A6 corridor.

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ID	Agree Yes/No	Matters raised
		No account taken of the number of empty homes in the borough – re-occupation would reduce need for development.
636	No	<p>Para 2.23 and Table 2.3 Environmental designations which cover the surrounding seas and the Wyre Estuary should be included in this table. Any proposed development of land adjacent to these will likely have an adverse impact on those designations.</p> <p>Para 2.24 Green Belt policy should include in its aims that Green Belt areas often give residents the opportunity to enjoy open spaces.</p> <p>The Local Plan should highlight those areas which are currently popular for recreation within the communities e.g. walking and cycling in the countryside lanes to the east of Lambs Road in Thornton i.e. Raikes road and Underbank road.</p>
640	Yes	No additional comments submitted
641	No	<p>Good summary but insufficient analysis and description agriculture as an industry and its importance to the area. No information about the extent of land involved, the numbers involved, the associated industries and the predicted development (or decline) of this and implications for the rural economy and settlements.</p> <p>No mention of attempts to develop a fracking industry in the area. The portrait needs to identify this as an issue and to give some analysis of the impact it might have on the development of this plan.</p>
643	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into dormitory towns with high level of out-commuting. • Population growth 3.1% in Lancashire and 2.5% in Wyre 2001 to 2011. WBC handout shows that the Office of National Statistics (ONS) anticipate similar growth rates to 2031. • FCP – poor access - no railway link and only one road to the M55 and one to Blackpool both often congested. • Fails to identify the serious shortcomings in the rail service – extremely limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services. Fails to mention that the tramway, subject to major recent investment, has very limited benefit for most Wyre residents. Lack of good access is a serious deterrence to business in FCP. • Fails to identify that an increase of up to 95% in the number of over 85s is expected and impact on medical infrastructure.
644	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into dormitory towns with high level of out-commuting.

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Population growth 3.1% in Lancashire and 2.5% in Wyre 2001 to 2011. WBC handout shows that the Office of National Statistics (ONS) anticipate similar growth rates to 2031. • Fylde Coast Peninsula – poor access - no railway link and only one road to the M55 and one to Blackpool both often congested. • Fails to identify the serious shortcomings in the rail service – extremely limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services. Fails to mention that the tramway, subject to major recent investment, has very limited benefit for most Wyre residents. Lack of good access is a serious deterrence to business in FCP. • Fails to identify that an increase of up to 95% in the number of over 85s is expected and impact on medical infrastructure.
645	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into dormitory towns. • Housing growth inconsistent with Office of National Statistics (ONS) growth rates. • Stagnant housing market in west Wyre and no evidence of a housing shortage. • Relatively poor access into/out of the FCP. • Fails to identify the serious shortcomings in the tramway and rail service, including limited parking at Poulton-le-Fylde railway station. <p>Definite opportunities for sustainable growth in the rural Wyre / A6 corridor.</p>
646	No	<ul style="list-style-type: none"> • The better use of more up-to date information and figures if they were available. • Some of the statements made are contradictory. • The numbers of houses being put forward should include the present planning applications and housing in the process of coming forward.
654	Yes	No additional comments submitted.
660	No	Before considering development of green field/belt sites. No evidence that all brown field sites are fully utilised.
667	Yes	No additional comments submitted.
669	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into dormitory towns with high level of out-commuting. • Population growth 3.1% in Lancashire and 2.5% in Wyre 2001 to 2011. WBC handout shows that the Office of National Statistics (ONS) anticipate similar growth rates to 2031. • FCP – poor access - no railway link and only one road to the M55 and one to Blackpool both often congested. • Fails to identify the serious shortcomings in the rail service – extremely limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services. Fails to mention that the tramway, subject to major recent investment, has

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ID	Agree Yes/No	Matters raised
		<p>very limited benefit for most Wyre residents. Lack of good access is a serious deterrence to business in FCP.</p> <ul style="list-style-type: none"> • Fails to identify that an increase of up to 95% in the number of over 85s is expected and impact on medical infrastructure.
670	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been turned into dormitory towns with high level of out-commuting. • Population growth 3.1% in Lancashire and 2.5% in Wyre 2001 to 2011. WBC handout shows that the Office of National Statistics (ONS) anticipate similar growth rates to 2031. • FCP – poor access - no railway link and only one road to the M55 and one to Blackpool both often congested. • Fails to identify the serious shortcomings in the rail service – extremely limited parking at Poulton station, overcrowded trains, the duplication and lack of joined up thinking in the bus services. Fails to mention that the tramway, subject to major recent investment, has very limited benefit for most Wyre residents. Lack of good access is a serious deterrence to business in FCP. • Fails to identify that an increase of up to 95% in the number of over 85s is expected and impact on medical infrastructure.
673	No	Too much development around Garstang
678	No	Fails to identify that as a result of policy over the last 20 years or so Thornton and other parts of the Fylde Coast Peninsula have turned into dormitory towns
679	No	Fails to identify that as a result of policy over the last 20 years or so Thornton and other parts of the Fylde Coast Peninsula have turned into dormitory towns
680	No	<ul style="list-style-type: none"> • Fails to identify that over last 20 years Thornton and other parts of the Fylde Coast Peninsula (FCP) have been to turned into dormitory towns. • Housing growth inconsistent with Office of National Statistics (ONS) growth rates. • Stagnant housing market in west Wyre and no evidence of a housing shortage. • Relatively poor access into/out of the FCP. • Fails to identify the serious shortcomings in the tramway and rail service, including limited parking at Poulton-le-Fylde railway station. • Lack of good access is a serious deterrent to business. • No account taken of the number of empty homes – recovery of these would avoid the need for some new development. • 95% increase in over 85's likely. <p>Definite opportunities for sustainable growth in the rural Wyre / A6 corridor.</p>
681	No	The spatial portrait is too generalised.

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ID	Agree Yes/No	Matters raised
683	Yes	No additional comments submitted.
687	No	<ul style="list-style-type: none"> • Wyre is such a diverse area that it requires an area by area analysis to understand the complexities of the ‘present position’ (which is undefined). • The fact that the Fylde Coast Peninsula (FCP) is constrained by the River Wyre and Fylde Borough is an essential element which is not recognised as a serious problem to future expansion of development. • Para 2.17 shows a net outflow of 10,836 residents – an increase of 3.3% over 2001. Given a total population increase of 3.1% in this period and increasing numbers of retired residents, this underestimates the growth of commuting and its effect on the transport networks. • “Good” train services only applies to Poulton. Need for a more detailed breakdown of accessibility by public transport. Figures need to be given of just how many people use the train as opposed to those using the car.
689	No	Does not recognise that as a result of policy Thornton and other parts of the Fylde Coast Peninsula have turned into dormitory towns.
690	No	Does not recognise that as a result of policy Thornton and other parts of the Fylde Coast Peninsula have turned into dormitory towns.
693	Yes	<p>A review of the geological or natural character of the borough would be helpful in understanding why and where development has taken place since the industrial revolution.</p> <p>The 2011 census has thrown up a disturbing picture of population imbalance by age.</p> <p>The age profile in Winmarleigh matches that of the borough with a heavy emphasis on the older age bands.</p>
694	Yes	No additional comments submitted.
698	Yes	<ul style="list-style-type: none"> • Need to explain how advanced manufacturing and engineering will move from low representation in Wyre to moderate/high. • Unclear as to why construction moves from moderate/high to low if the scale of development proposed goes ahead. • Most people living in Wyre work outside of the area. Not an argument for weakening the housing market in Wyre.
699	No	Unclear what a “spatial portrait is”. Plain English not used.
700	Yes	No additional comments submitted
701	Yes	No additional comments submitted
702	Yes	No additional comments submitted
703	n/a	Not in the summary document
704	No	No additional comments submitted
705	No	No mention of caravan and park home sites – may reflect a need for affordable housing. Special survey needed.

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ID	Agree Yes/No	Matters raised
706	Yes	No additional comments submitted.
707	Yes	No additional comments submitted.
708	Yes	No additional comments submitted.
709	Yes	No additional comments submitted.
710	Yes	No additional comments submitted.
711	Yes	No additional comments submitted.
712	n/a	Summary document does not contain a spatial portrait.
713	n/a	Summary document does not contain a spatial portrait.
714	Yes	Correct as far as is aware.
721	n/a	Cannot see a spatial portrait in the document.
722	Yes	No additional comments submitted.
724	Yes	No additional comments submitted.
725	No	No additional comments submitted.
726	No	No additional comments submitted.
727	n/a	<ul style="list-style-type: none"> • Queries whether or not development in neighbouring authorities impact on where development would take place within the borough. • If growth in North Preston the A6 corridor should be developed to attract younger people in employment.
729	Yes	No additional comments submitted.
731	No	No additional comments submitted.
732	n/a	Unable to agree or not with the statements made without extensive checking of the figures.
733	Yes	No additional comments submitted.
735	Yes	No additional comments submitted.
739	No	Wyre has relatively poor access – especially the Peninsula which has no rail link and only one road to the M55 and one to Blackpool.
740	Yes	Spatial portrait plays down potential for infrastructure improvements such as new motorway (M6) junction and link to the west coast main line in a similar location.
741	Yes	Spatial portrait plays down potential for infrastructure improvements such as new motorway (M6) junction and link to the west coast main line in a similar location.
742	No	Wyre has relatively poor access – especially the Peninsula which has no rail link and only one road to the M55 and one to Blackpool.
743	No	No recognition of poor access especially to the peninsula. No recognition that 45% of the population travel out of the borough to work.

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ID	Agree Yes/No	Matters raised
744	No	No recognition of poor access to the peninsula.
745	No	<ul style="list-style-type: none"> • No recognition of poor access especially to the peninsula. • No recognition that 45% of the population travel out of the borough to work. • No rail link and only one road to the M55 and one to Blackpool. • Lack of access is a serious deterrent to businesses locating in the peninsula. • Failure to recognise health care impacts of an ageing population.
746	No	No recognition of poor infrastructure/roads in the peninsula.
748	Yes	Pains a much rosier view of the area than is factual.
751	No	Doesn't address issues around: ageing population, commuting, road congestion, air pollution, green space, recreational land and health/well-being.
752	No	Doesn't address issues around: ageing population, road congestion, air quality and health impacts, commuting (45% of residents)
753	No	Doesn't address issues around: ageing population, road congestion, air quality and health impacts, commuting (45% of residents)
755	Yes	No additional comments submitted.
756	No	No additional comments submitted.
758	Yes	No additional comments submitted.
759	Yes	No additional comments submitted.
760	Yes	Questions the origin of expected extra population.
762	Yes	No additional comments submitted.
763	Yes	Questions how Fleetwood can be improved without progressive commercial improvements via Thornton. Query evidence for emerging opportunities at the former ICT works. Queries where a fish park will be created.
782	No	<p>Population and society – does not include figures from the 2015 Office of National Statistics (ONS) population projections. Housing – challenge assertion that house prices have increased by 63%. Unclear how this figure has been arrived at. Figure quoted for the average house price (second quarter 2013) does not match with the SHMA figure. No analysis of housing need. The fact that house building in Wyre over the last ten years has been in excess of population increase has not been brought out.</p> <p>Economy – should be made clear that many rural settlements have very few services. Information provided on job growth is unsafe as it is based on the Wyre Employment Land and Commercial Leisure Study which is about existing land. Table showing occupation groups is of little use – many residents in these groups are employed beyond the borough boundaries. To say that Wyre is well placed for ICT jobs and</p>

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ID	Agree Yes/No	Matters raised
		<p>creative/media is fanciful. Agriculture is not placed within the economy section – urban bias in the document. Tourism is not considered.</p> <p>Natural environment – does not acknowledge the value of non-environmentally designated sites or the value of agriculture in shaping the landscape. No map showing the value of agricultural land which will be lost to development. Need to protect the rural nature of the borough if it is to promote tourism.</p> <p>Built environment – concentrates on spatial aspects not value.</p> <p>Transport – no comment on the suitability of the borough’s small rural roads to accommodate development. Existence of a bus stop or cycle path does not make a development sustainable. Almost all rural development is not sustainable within government guidelines.</p> <p>Education – emphasis on Rossall School is odd. No analysis of nursery provision, pre/after school provision or child care. No mention of agriculture in connection with Myerscough College. No analysis of shortage of school places.</p> <p>Health and emergency services – development can only exacerbate existing problems of access to health services.</p>
783	No	Fails to identify that the Fylde Peninsula is a dormitory area with 45% commuting to work on an inadequate road system and no significant train service. Aspirational young people will move out of the area leaving an ageing population.
784	No	If this question means you have identified areas for potential development correctly, then “no”.
785	No	Not sure what this means and do not think should be using terms like this when consulting the general public.
786	No	<ul style="list-style-type: none"> • Fails to identify that the Thronton is a dormitory area with 45% commuting to work. • Poor access – no rail link and one road in/out – congested. • Railway station at Poulton has limited parking. • Therefore no business incentive to set up on the Fylde Coast.
787	No	<ul style="list-style-type: none"> • Fails to identify that the Thronton is a dormitory area with 45% commuting to work. • Poor access – no rail link and one road in/out – congested. • Railway station at Poulton has limited parking. • Therefore no business incentive to set up on the Fylde Coast.
788	No	<ul style="list-style-type: none"> • Fails to identify that the Thronton is a dormitory area with 45% commuting to work.

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Poor access – no rail link and one road in/out – congested. • Railway station at Poulton has limited parking. • Therefore no business incentive to set up on the Fylde Coast.
792	No	May appear to be factually presented but lacks specific development details as to be almost meaningless.
793	Yes	No additional comments submitted.
795	Yes	No additional comments submitted.
796	Yes	Some open to interpretation.
806	No	No additional comments submitted.
810	Yes	Should be mentioned that the peninsula is the most populated part of the borough and is served by a single inadequate road – A585.
812	No	No additional comments submitted.
814	Yes	No additional comments submitted.
815	Yes	No additional comments submitted.
818	Yes	No additional comments submitted.
819	No	Some of the land has not been put forward by landowners.
821	Yes	No additional comments submitted.
822	Yes	No additional comments submitted.
823	Yes	No additional comments submitted.
824	No	Insufficient recognition of the paucity of the road network in the rural area. Impact of the necessary road improvements on the environment.
826	n/a	Not able to answer. Not in plain English.
827	No	Wyre has poor access especially Thornton at peak times. Lack of parking at Poulton station.
828	No	Fleetwood dock and marina have since been developed with only one road in to Harbour Village. Omission – 2.5 – Fleetwood and Thornton has sites of biological heritage.
829	Yes	No additional comments submitted.
830	Yes	No additional comments submitted.
831	Yes	No additional comments submitted.
832	n/a	Not clear what the spatial portrait is.

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ID	Agree Yes/No	Matters raised
833	Yes	No additional comments submitted.
834	n/a	Not clear what a spatial portrait is and the documents do not explain it.
835	No	No additional comments submitted.
836	No	Many houses for sale but cannot sell.
837	Yes	Key issues missing: Growing number of tourists/visitors. Possible future fracking sites.
838	Yes	No additional comments submitted.
841	Yes	Find the questions confusing.
842	n/a	Not clear what this is.
843	Yes	No additional comments submitted.
844	Yes	No additional comments submitted.
845	n/a	Unsure if it is correct or not.
846	Yes	No additional comments submitted.
848	Yes	Over simplification of flood zones – need to show areas benefiting from flood defences and identify the function flood plain. Need to reference the Strategic Flood Risk Assessment. Para. 2.33 – question whether consideration will be given to the Broughton by-pass.
854	Yes	No comment
863	No	2.17 <ul style="list-style-type: none"> • Fylde Coast peninsula exports labour. • Vacant properties should be regenerated before new houses are built. • Traffic problems will be exacerbated. • Poor access in and out of FCP will deter business.
865	Yes	No Comment
900	Yes	No comment
901	Yes	No comment
902	Yes	No comment

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ID	Agree Yes/No	Matters raised
903	Yes	<p>Some figures are now out of date.</p> <p>2.34 mentions public transport. Pilling is poorly served by public transport. Busses are infrequent and there is no direct service to Garstang. Lack of public transport has a huge impact upon people’s lives and their ability to access work, education and medical care. Cars are therefore relied upon.</p> <p>Is the granting of permission for Preesall underground gas storage facility to be factored into the Local Plan and its effects on the commercial viability of residential housing developments?</p> <p>The possible impact of shale gas fracking must be included. The Government is committed to introducing fracking.</p> <p>Impacts of the Wyre Barrage on rural parishes, employment and leisure opportunities should be included.</p>
905	No	No comment
908	n/a	Not sure
909	Yes	No comment
911	No	Planned development of affordable housing opposite IO_81 has been omitted.
915	No	It is not possible to assume it is correct as there is no available evidence to act as proof, so assume not true
916	Yes	
919	Yes	It’s important to protect land for its social and environmental value.
920	Yes	Needs to consider the pressures and characteristics of neighbouring authorities (Duty to Cooperate)
921	No	<p>This is a difficult question for the unqualified to answer.</p> <p>There is not a shortage of affordable housing for first time buyers. Report is factually incorrect.</p>
922	No	<p>Concerns:</p> <ul style="list-style-type: none"> • Wyre exports labour, why is there a need to increase housing stock? • FCP cannot support additional traffic. • FCP’s services are overstretched. • Loss of remaining countryside on FCP. • Lack of sustainable development.

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ID	Agree Yes/No	Matters raised
923	Yes	No comment
925	Yes	Agrees to the validity of the data collected, however has high concern over the lack of representation for agriculture to the eastern side of the Borough. It is a big part of tourism and employment in the area.
926	No	Statistic for housing growth are based on census data from 4 years ago and are out of date.
927	Yes	Spatial Portrait is correct.
929		<p>The evidence base behind the document needs to be made publicly available. The Spatial Portrait does not distinguish between different areas of the Borough which should be the basis for development scenarios. There is no opportunity to check that the Spatial Portrait is factually correct. Wyre as a whole lacks coherence linking its components. Northern settlements have links to Lancaster and southern ones to Preston but not the peninsula. Individual communities need individual solutions.</p> <p>Population and Society:</p> <ul style="list-style-type: none"> • Population projections should be included and broken down in different areas of the Borough. • Between 2001 and 2011, the population aged between 20-39 decreased this is unexplained. <p>Housing:</p> <ul style="list-style-type: none"> • There is, on average, more than one person per house. • Graphical representation of the data would make it trends clearer. <p>Economy:</p> <ul style="list-style-type: none"> • Council should provide evidence that ‘having a competitive advantage is a necessary basis for the prosperity and wellbeing of residents’. • Identified strengths in industries (incl. manufacturing, engineering, ICT, creative and media sectors) are only supported by one document from 2012. • Agriculture is not listed in tables 2.1 and 2.2. These are important occupations which are consistently not acknowledged. <p>Natural Environment:</p> <ul style="list-style-type: none"> • Paragraphs 2.22, 2.23 and table 2.3 should recognise the unique position of agriculture in shaping the landscape.

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ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • The value of landscapes, lanes, footpaths and ponds near villages without any special designation should be acknowledged. • The character and value of the working countryside should be used as a basis for sustainable development strategies. Paragraph 2.28 would benefit from a map showing the different agricultural grades. <p>Built Environment:</p> <ul style="list-style-type: none"> • Special aspects are focused on. This section does not cover the full range of built environments of the Borough. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Paragraph 2.23 needs to identify the most important road connections needed across Wyre to support the increase in housing. • Paragraph 2.34 should include high cost of bus service and potential isolation for residents in rural locations without cars. • Sewerage network and associated problems (incl. Surface water drainage) need addressing. • Public open space is needed. • A6 is at capacity. <p>Education:</p> <ul style="list-style-type: none"> • Paragraph 2.36 focuses on one school in the private sector. A balanced profile of schools should be provided. The number of school places in each area should be given. • Courses in agriculture at Myerscough College are not mentioned.
933	n/a	<p>To be included:</p> <ul style="list-style-type: none"> • The Borough’s linkages with neighbouring authorities, • Duty to co-operate, • Housing indicators/market signals/land and house prices
937	No	<p>1.7 Infrastructure Plan should precede the Local Plan as proposed development sites in Thornton and Poulton would put too much strain on transport systems.</p> <p>2.7 The percentage growth of the population is misleading. The actual increase in growth is 2.02%, not 2.5%.</p> <p>2.17 with 45% of the population leaving Wyre for work and only half this number travelling in, it is unexplained why additional housing is needed. The increase across the Borough is 20% of the existing stock.</p>
938	Yes	No comment

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ID	Agree Yes/No	Matters raised
944	Yes	No comment
945	Yes	As far as is known.
946	Yes	No comment
948	n/a	<p>Additions to Spatial Portrait, Winmarleigh:</p> <ul style="list-style-type: none"> • School is well placed but undersubscribed, • Health and emergency service provision is available in Garstang, • Limited public transport, • Highways provision assumed that people travel northwards towards Lancaster rather than adding pressure to the Broughton junction, • Few local jobs, work space provision in the area would be beneficial.
949	n/a	<p><i>Figure 2.3 Environmental Designations in Wyre</i> It would also be useful to include Morecambe Bay Limestone and Wetlands Nature Improvement Area (NIA) on this map.</p> <p>Pleased to see reference to Wyre’s designations in this section plus the map that illustrates their locations.</p> <p>The Local Plan makes no mention of the Wyre-Lune recommended Marine Conservation Zone (rMCZ), which was proposed in 2011 to protect smelt (but not yet been designated and therefore there is no legal requirement to consider). The spatial portrait should have a clearer focus on the Forest of Bowland Area of Outstanding Natural Beauty (AONB).</p> <p>The spatial portrait refers to the Green Belt but does not mention Green Infrastructure (GI).</p> <p>Pleased to see reference to agricultural land in the spatial portrait.</p> <p>The Local Plan should give appropriate weight to the roles performed by the area’s soils.</p> <p><i>Infrastructure</i> - Pleased to see that the infrastructure section of the spatial portrait includes public transport but we would wish to see cycle paths and foot paths included here. The Plan should include policies to ensure protection and enhancement of public rights of way and National Trails, as outlined in paragraph 75 of the NPPF. Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The plan should seek to link existing rights</p>

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ID	Agree Yes/No	Matters raised
		of way where possible, and provides for new access opportunities. GI could also be covered under this section.
953	n/a	Economy section does not refer to the amount, distribution or quality of employment land and premises. It could refer to Catterall as an employment hub which complements Garstang in the rural East.
955	Yes	2.8 – A table or graph should compare Wyre’s age structure. 2.9 – Numbers as well as percentages would demonstrate the importance of population projections. 2.11 – Could house completion figures be updated to 2015? 2.20 – It is not explained how identifying the area’s strengths demonstrates future growth potential. 2.28 – A map of agricultural grades should be included. 2.43 – Is the higher rate of heart disease, stroke, dementia etc. simply a sign of the higher average age of Wyre’s population?
956	No	45% of residents commute to outside the Borough. Transport links should, therefore, be fit for purpose. The need for additional housing on the FCP should be reconsidered due to poor roads.
957	Yes	No comment
958	Yes	No comment
959	Yes	No comment
960	Yes	Criticism: The Borough should not be treated in isolation. Consideration should be given to services and facilities in neighbouring districts. Duty to Co-operate could be included.
962	Yes	No additional comments submitted.
964	Yes	<ul style="list-style-type: none"> • The estimated 48% decrease in the 45-54 age group is not addressed in employment opportunities needed to counteract this. • The plan should encourage industries with the highest growth potential, i.e. energy, environmental technologies, advanced manufacturing/engineering and leisure/tourism. • Transport issues are overlooked, the A6 has routinely has capacity issues at off peak times and weekends. • The Wyre Barrage and Preesall underground gas storage should be included in the Local Plan so that their effects can be factored in to the final decision.
974	No	Tourism is not given due attention. It should be recognised as having ‘High’ growth potential. Aside: Gran Cala Holiday Park is disturbed by odour and noise pollution from neighbouring Lancashire Waste Recycling which is detrimental to business and associated employment.

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ID	Agree Yes/No	Matters raised
980	No	<p>Significant omissions: Police Indoor leisure facilities Country Parks and Access Areas Nursing Homes Sheltered accommodation Access to financial services Also no reference to accessibility/disability.</p> <p>A6 nearing capacity. Cycle routes need to be included in the plan. Little mention of need for housing for those in low paid occupations, including carers. Would have been helpful if there had been reference to the success or failure of the 2012 plan and to recent planning permissions.</p>
981	Yes	Broadly acceptable
985	Yes	Happy with the spatial portrait.
989	n/a	<p>The spatial portrait could provide further discussion on the matter of average annual build rates (housing) which are lower than that suggested by the Strategic Housing Market Assessment.</p> <p>The spatial portrait should include a summary of each of the market signals identified by the NPPF (land prices, rents, affordability, rate of development, overcrowding.)</p>
995	n/a	<p>Para. 2.15 – should highlight the complementary nature of Freeport Shopping Village to the Fleetwood town centre retail offer as well as the employment opportunities it presents. Could also compare vacancy rates at Freeport with UK averages to provide better context.</p> <p>Table 2.2 – is crude in nature and could be seen as discouraging investment in areas of the economy such as general manufacturing. Should either be removed or provide greater clarity that a wide range of economic development is welcomed in the borough.</p> <p>Para. 2.33-2.35 – explicit reference should be made to the Port of Fleetwood as a key piece of infrastructure.</p>
996	No	<p>Para. 2.36 – figure for primary schools does not appear to include Hambleton Primary Academy.</p> <p>No reference to the plan identifying and mapping components of the ecological network as required by the NPPF. Should consider integrating</p>

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ID	Agree Yes/No	Matters raised
		<p>the Lancashire Ecological Network into the plan.</p> <p>Does not indicate how identified wildlife sites contribute to the wider ecological network. No reference to priority habitats or species occurring within the plan area.</p>
1,002	Y partly	<p>The spatial portrait must identify the need to protect the AONB and adjacent areas.</p> <p>Growth should be focused in areas in areas to the west of the borough to reduce social disparities. The employment sectors identified for growth are suited to the west of the borough e.g. Fleetwood.</p> <p>Many rural settlements are in effect large housing estates detached from employment centres and poorly connected by public transport. Additional growth will increase levels of commuting. Retention of labour should be a key issue.</p> <p>A6 at capacity reckless to add more traffic.</p>
1,005	Yes	<p>The Spatial Portrait should make express reference to the fact that the market settlement of Garstang provides a wide range of facilities (retail, health, education, leisure, etc.) for the rural settlements and that geographically/functionally Garstang, Bowgreave and Catterall are very closely related and inter-dependent on one another.</p>
1,012	Yes	<p>Note conclusions of the SHMA in relation to the scale of housing required and past completion rates of which 22% were completions. Note that it is necessary to have regard to affordable housing needs in determining the housing requirement (referencing Satnam v Warrington legal case.) Note 13.2% increase in households (DCLG data) up to 2037. Spatial portrait supported but needs updating to reflect this more recently published information.</p>
1,013	Yes	<p>Consider that the Spatial Portrait section on transport infrastructure reflects the extent and general condition of the network.</p>
1,015	No	<p>Need to confirm that the borough is rich in mineral and energy resources and lineage with economic benefits.</p>
1,021	n/a	<p>Comprehensive and accurate but doesn't take into account local knowledge in relation to Nateby Parish on:</p> <p>Infrastructure - 16 dwellings in the settlement. No sewerage, mains gas, public transport, public space, shops or footpaths. There is a Baptist chapel and primary school.)</p> <p>Existing industry – thriving agricultural area. Suggested sites used agricultural land.</p>

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ID	Agree Yes/No	Matters raised
		Flooding – Large area to the north has a low water table and floods regularly. Longmoor Lane is prone to serious flooding.
1,022	Yes	Support the spatial portrait.
1,025	Yes	Assume facts are correct.
1,026	No	<ul style="list-style-type: none"> • Fails to identify the peninsula as a dormitory area. 45% of current residents commute. • Additional houses = additional traffic on an inadequate road system. • No significant rail system. • No significant job prospects for aspirational young people.
1,027	No	No additional comments submitted.
1,034	Yes	Happy with the spatial portrait.