

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

Issues and Options 2015 Consultation – Matters Raised

Question 2 - KEY ISSUES - Have the key issues been identified? Are there any others you feel the Local Plan should address?

ID	Agree Yes/No	Matters raised
5	Yes	No additional comments submitted
15	Yes	No additional comments submitted
16	Yes	For Wyre as a whole, however there are better areas to develop than Scorton.
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	Garstang is already at breaking point. Without better roads, schools and doctors then it would destroy Garstang as a small market town. Too many houses built in Garstang without proper regard to the concerns of the residents. Not enough bungalows have been built.
35	Yes	<ul style="list-style-type: none"> • Key issues identified but not enough information has been presented about infrastructure to go hand in hand with the options proposed. • The local plan should consider the impact on traffic and transportation and present future proposals for the three options. • Population and settlement in Forton isn't forecast to grow as quickly as other areas – query why a potential site for huge development. • Individual areas should be asked what they are lacking. Forton is lacking in housing for young couples to move in to, houses that they can buy AND also afford. • The area also lacks provision for smaller units for residents who have lived in the village all their life, to retire into. Certain areas of Wyre could specialise and expand services for the retired and make this a growth area, increasing local employment etc.
48	No	<p>More work needs to be done to identify the different areas to be found within Wyre, in particular those of rural areas.</p> <p>Very little attention is given over to agriculture and land based occupations which are found in areas away from the main population areas of Wyre.</p> <p>Why is the population of those of working age projected to decrease? Is this across the Borough or only in certain areas? If the population is ageing then as more people start drawing their pensions then there will be less need for employment opportunities.</p> <p>Brownfield sites must be used first before allowing encroachment onto Green Belt and green field sites. Large areas are being held in reserve at the Hillhouse site for industry that will not need such large tracts of land in the future.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>If continued development continues along the A6 corridor then individual settlements will be lost as will their individual characters. Bowgreave and Garstang are now separated by the width of one field.</p> <p>If deprivation can only be found in the urban area (Para 2.10) then this should be addressed immediately.</p> <p>Is the Borough- with the number of house developments being projected- happy to become a dormitory area for Manchester and other conurbations in the NW?</p> <p>Infrastructure- is there any forward thinking about how this needs to be in the vanguard of development?</p> <p>Issue of drainage and highway capacity.</p>
59	Yes	Greenbelt must be protected.
61	No	Statements for protecting areas of outstanding natural beauty and conservation areas should be included.
62	No	No attention paid to A6 which is at capacity already.
63	No	People need greenspace and if developments go ahead on FCP none is left. More land available over Wyre and Garstang with easy access to motorways.
64	No	Infrastructure for development better in Garstang area than coastal Wyre and problems seem to get resolved in that area.
67	No	<p>1) Requires development to be sustainable</p> <p>2) Not enough industry and work as the area is not large enough for extra people.</p> <p>3) Not enough infrastructure to support extra residents.</p> <p>4) Greater housing development will add to major traffic, transport and access problems.</p>
68	Yes	No additional comments submitted.
69	No	Infrastructure and amenities must be planned and in place before growth of the magnitude proposed.
70	No	Roads are unsustainable due to amount of traffic using them inc. HGC traffic for recycling centre. Major investment required to improve infrastructure. The A585 is stop start traffic.
71	No	The Green Belt should not be diminished.
72	No	Developments need to be sustainable. Green spaces are intended to be built on.
74	Yes	No additional comments submitted.
79	No	<ul style="list-style-type: none"> • Need to consider introducing Green Belt in the east of the borough e.g. Garstang and Cabus. Impact of development on the distinctive

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>rural nature of the area.</p> <ul style="list-style-type: none"> • Concern the lanes around the A6 will become 'rat runs' and people who use these lanes for recreation, leisure and exercise will be put in danger. • No detail in the plan about infrastructure. Impossible for people to consider sites properly without the full picture. Needs to be a change in policy which ensures commitments about infrastructure appear at the same time - not after. • Fleetwood has its own section in this section. There should be an individual section for each area if this is the case. • Issue of A6 and local road network congestion e.g. around Garstang and potential need for engineering works to accommodate large scale development – a by-pass to by-pass the by-pass. Need for a railway station near to Garstang and at Fleetwood. • No mention of the Windy harbour junction which has just had significant work done to it. This has surely improved motorway access at this side of the borough. • There is poverty in rural areas as well. Missed in the document.
87	Yes	It is important to note that the older community supports many small businesses and trades adding to the economy of rural areas and Wyre in general. Perhaps more emphasis should be given to the nurturing of an older more affluent community in rural areas.
90	No	Greater emphasis required to ensure that such developments are sustainable. That existing and planned infrastructure can will be addressed, to develop and expand services such as schools, health centres etc. This requires additional consultation and agreements with the local Strategic Health Trusts, Lancashire County Council, Environment Agency and such others as required.
94	No	Decisions not made by councillors, for profit only and not for the community. Clear from objections plans not welcome.
96	Yes	<p>The key driver should be economic regeneration and the creation of jobs. Housing will follow, not drive job creation.</p> <p>Surprised there is limited sites outside the Greenbelt given the great need for economic regeneration.</p> <p>Paragraph 3.5 sets out the biggest challenge to plan for major additional development ‘without undermining the integrity or purpose of the Green Belt’.</p>
97	No	<ol style="list-style-type: none"> 1) Provision for ageing population. Why retirement villages? Do we know if anyone wants to live in one? 2) Sustainable development. How is this defined? The potential for a large development to alter the character of a small settlement is mentioned, but not emphasised. 3) Green/Blue infrastructure. The value of wellbeing lanes (walking, cycling, riding etc) is not acknowledged. 4) Climate change and flood risk. SuDS is mentioned, but once houses are built it’s difficult to revert back to SuDS standards. 5) Transport Provision for cyclists must improve.
98	Yes	Housing – There is no mention of maximising use of brownfield sites or renovation/restructuring of empty houses. This should be a large

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		consideration to reduce impact on greenfield/belt sites. Economy – A focus on the use of existing and empty retail units
100	Yes	No additional comments submitted.
103	Yes	No additional comments submitted.
106	No	<p>Allow for all types of development not just housing estates. Provide plots for self-build etc. Encourage conversion of unused/outdated buildings. Safeguard & enhance characteristics that make places special. For example the views across the River Wyre from Garstang, over fields to distant open fells. Preserve and enhance wildlife corridors, as along the Wyre through Garstang. Promote positive interventions that enhance wildlife and amenity. Require developers to meet sites’ full potential & include genuine opportunities for play space & active outdoor recreation. Encourage other forms of outdoor recreation, including watersports, alongside conservation and fishing. Enhance public rights of way & add short cuts where missing in recent development. Complete the Wyre Way and coastal footpaths. Meet demand for allotments in all settlements. Stop development adding traffic to junctions on trunk roads, especially the A6. Limit infrastructure commitments to development other assets (schools, health services, roads.) can support. Promote rail link to Fleetwood and a WCML ‘parkway’ station and integrated rail/ bus provision. Facilitate safe cycling. Let Myerscough College grow. Explore other campus type developments. Upgrade dangerous junctions (eg. A6 south of Myerscough).</p>
112	Yes	No additional comments submitted.
113	No	<p>Greenbelt areas. The provision of new greenbelt areas which encompass the Cabus/Garstang areas should be addressed.</p> <p>Provision for ageing population. There is an un-evidenced assertion that the elderly/retired population wish to live in retirement villages. Cabus/Garstang has an extremely healthy and actively engaged elderly/retired community and the integration and active promotion of this engagement needs to be protected and sustained without the barriers of self-contained retirement villages.</p> <p>Appropriate housing for the rural community. The issue of appropriate housing to suit the needs of the rural community needs properly</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

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		<p>addressing. Low paid rural workers with larger families need low cost larger housing within the community.</p> <p>Sustainable development. How is this defined? The potential for a large development to alter the character of a small settlement is mentioned, but not emphasised. Shopping areas are mentioned, but the changes that increased development will have on the high street is not detailed. Traffic, parking will alter and change the nature of high street shopping and use, thus changing the character of the town.</p> <p>Green/Blue infrastructure. The current settlement pattern provides a number of wellbeing lanes – those which people use for walking, cycling, riding etc. The value of these is not acknowledged sufficiently strongly, nor is the effect of developments on them.</p> <p>Climate change and flood risk. SuDS is mentioned, but the role of alterations of existing properties which contribute to increased run-off from them – hard standing in front gardens, e.g. Once houses are built it’s difficult to revert back to SuDS standards. It is also noted that Garstang/Cabus is 25m above sea level, Churchtown is 10m above sea level:-increased likelihood of flooding in Churchtown.</p> <p>Transport and bypass issues There are substantial issues associated with developments along the A6 corridor regarding highways capacity and access to the road/rail networks. The A6 is not only an arterial road, but a bypass road for Garstang. Development along and on either side of the A6 would increase the number of road junctions and traffic traversing the A6 which would be an issue. Provision for cyclists must improve.</p>
114	No	<p>Para 3.2, already 10,000 commuting outside the borough. More young people will make problem worse. No indications of any strategy to create jobs in the FCP.</p> <p>Para 3.5, insane to consider reducing the existing amounts of green belt in a heavily urbanised area. Reducing it will defeat the object of attracting new businesses and residents.</p> <p>Para 3.9, objective regarding Fleetwood port is totally unrealistic.</p> <p>Para 3.14, appears to be a discriminatory policy if it ensures travellers can only be sited on non-flood risk ground whereas the rest of the population, with mitigation, can be located in flood risk areas.</p> <p>Para 3.24, implies that first class agricultural land will be lost if there is development on Greenfield sites, but clearly you have no idea if this will be the case.</p> <p>Para 3.30, you cannot plan on the basis that necessary highway infrastructure will be provided. If this was the case then the A585 was supposed to be ‘fixed’ as part of earlier developments, but hasn’t been.</p>
115	No	No additional comments submitted.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
116	No	Fails to ensure development is supported by the necessary infrastructure, including the transport network system, schools, health care, community facilities, and housing. No detailed information is given, just option advantages and disadvantages.
118	No	<p>The local plan needs a schedule of brownfield land for housing.</p> <p>Should include not only currently identified sites, but also include industrial land that is currently designated as employment areas, including Hillhouse – new industries have a smaller footprint needing less land.</p> <p>Character of rural settlements and surrounding landscape need protection. Query whether it is sustainable to turn hamlets and villages into mini towns. No extra sustainable jobs within the settlements - critical mass of skill sets and inter-dependent service/production units could not be achieved. Better to direct housing and work units to large towns.</p> <p>The borough needs much more quality employment. The notion underlying the current document is that within Wyre, building housing at an increased rate will cause a corresponding increase in sustainable jobs. This is pure conjecture.</p>
131	n/a	<p>The current schools and local infrastructure is already stretched and is not capable of supporting the level of development proposed without major investment. There should be an onus on the developers to contribute to improving local services.</p> <p>There should be assurance that there is a mix of properties (from large detached houses to smaller semi detached properties to reflect the demographic).</p>
136	No	Questions whether or not various infrastructure providers have been consulted.
142	Yes	No additional comments submitted.
151	No	The importance of green space and the retention of the Green Belt is not shown as sufficiently important.
152	No	No additional comments submitted.
153	No	Affordable housing for young people. Where are the schools and surgeries going to be built.
154	Yes	No additional comments submitted.
155	No	No additional comments submitted.
156	No	Need to retain green areas for health and recreation.
157	No	Need more facilities for elderly. Do not spoil green areas .Poor road system especially accessing motorway. Crossing Amounderness Way very dangerous for pedestrians and children.
161	No	Green space is limited in the Peninsula – will be further eroded if the green belt is built on.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

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		Lack of green space affects the well-being of all age groups.
163	Yes	No additional comments submitted.
165	No	No additional comments submitted.
166	Yes	Towards and vibrant and progressive development to encourage a better economic environment.
167	No	No additional comments submitted.
168	No	Need to address the main issues – e.g. flooding. Building houses takes away green space for families.
170	n/a	There is already a sustainable community in Garstang and not everyone who lives here has to work here. There is no requirement for development of "job opportunities" or "new housing" by the people of Garstang. Do not have the infrastructure for any further housing, people or traffic.
179	No	The CE (WBC) was quoted in the Courier “the plan is driven by developers”. The consultation was not clearly communicated. It reinforces the bias of above. The Heritage and traditions are worth protecting. The natural habitat, ecology and heritage need protecting against the self-interests of a small minority.
184	No	Relationship with adj. authorities needs considering more. Implications of fracking. Provision of planning resources at parish council level.
185	No	Need to address poisons and chemicals in the air and contamination near ICI site.
187	Yes	Continued access to recreational facilities (bowling green, cricket field etc.) important to attract and retain mixed population. New housing must not build on community resources.
189	No	No additional comments submitted.
190	Yes	No additional comments submitted.
193	n/a	Key issues need to be given same weight, i.e. natural and human issues in order to preserve the character and heritage of Garstang and Cabus and attract visitors. Housing and industry needs to be placed sensitively to maintain the existing countryside. Housing for first time buyers rather than 3-4 bedroom houses. Increase in police force to reflect growing population.
195	Yes	No additional comments submitted.
196	Yes	No additional comments submitted.
197	No	No additional comments submitted.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
198	No	<p>Many issues not identified. The NPPF requires sustainable development but existing housing settlements are mostly in the West of Wyre where commuter routes are inadequate.</p> <p>For the following reasons I believe WBC have not fully understood the key issues and these needs to be addressed further before agreeing a new Local Plan.</p> <p>Para 3.5 - Important to protect Greenbelt given the likely industrial impact of the Preesall Underground Storage</p> <p>3.12 - Previous policies have failed to deal with affordable and older persons housing requirement.</p> <p>3.16 - New employment sites good but Hillhouse site shows limited number of jobs created.</p> <p>3.22 - Option 1 doesn't protect green space (Thornton)</p> <p>3.29 - Very limited evidence of high quality design in recent years</p> <p>3.31 - New railway station in east of borough supports option 2</p>
199	No	Given the plans for development (over Wyre), not enough analysis to address infrastructure, e.g. traffic, school etc.
202	Yes	No additional comments submitted.
207	No	Fylde Coast Peninsula – more affordable homes and suitable housing for elderly residents. Where is the employment development? Green space very important and Greenbelt should never be taken away.
208	No	Sustainable development not met. Most housing built on peninsula already. Most travel out of area as businesses discouraged due to poor access. Greenbelt and open space must not be built on. WBC missed a trick and could have made name for themselves if they insisted all new housing in Thornton incorporated energy saving devices (e.g. solar panels, turbines etc.).
213	Yes	No additional comments submitted.
214	No	The wishes of the local populous have not been taken in to account. Do people in villages need or want development.
215	No	See response 198
216	No	See response 198
217	No	Roads – too much traffic
219	No	Preservation of farming community and countryside
221	No	<ol style="list-style-type: none"> 1) Commuter routes are inadequate 2) Greenbelt must be retained as East of the estuary as will become industrialised by Preesall Underground Gas Storage 3) Policy for the delivery of affordable and elderly persons housing provision must be more robust. 4) Employment sites are required in Garstang and Catterall 5) In favour of the new train station in Option 2 as it will limit car journeys by commuters.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
222	No	1) Commuter routes are inadequate 2) Greenbelt must be retained East of the estuary as will become industrialised by Preesall Underground Gas Storage 3) Policy for the delivery of affordable and elderly persons housing provision must be more robust. 4) Employment sites are required in Garstang and Catterall 5) In favour of the new train station in Option 2 as it will limit car journeys by commuters.
223	Yes	No additional comments submitted
224	Yes	No additional comments submitted
233	Yes	There are too many key issues - what is the local plan about, housing, employment, leisure - or all of them? What consultations have taken place with other boroughs in the locality to have integration and to share good practice? Are there any national exemplars of good practice that have been reviewed to inform discussion?
245	Yes	No additional comments submitted
254a	No	No additional comments submitted
254b	No	Too holistic. Does not address unique issues that apply to each identified site.
258	No	No additional comments submitted
260	No	Previous policies have failed to address affordable housing provision and older person's housing. No mention of the importance of green space. New train station in Garstang would limit car journeys by commuters.
261	No	Hill House International Business Park has poor road access, little cycle access and no rail links. Public transport, cycling and walking links between Fleetwood, Thornton and Poulton rail station are inadequate for any development as they are.
263	Yes	Congested areas: A585, A6, Broughton Cross Roads, Longmoor Lane, Nateby, The avenue, Churchtown, Kepple Lane, Garstang and Poulton town centres' 1 way systems turn to standing traffic at peak times. Landscape value is not recognised in L.P. Need to protect character and sense of place in areas which are not allocated for development.
264	Yes	No additional comments submitted
266	Yes	Environmental sustainability should be included. Commuting and congestion increase pollution and contribute to climate change.
268	Yes	No additional comments submitted
269	No	No additional comments submitted.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
270	No	No additional comments submitted
272	No	No additional comments submitted
275	Yes	Road improvements needed to sites of proposed development.
276	No	No additional comments submitted
281	No	No additional comments submitted
284		<p>Not convinced that additional housing will attract younger people to the borough. As population ages, many residents will move to bungalows and care homes, thereby freeing up existing family homes.</p> <p>Report should be more open minded towards the need for new housing. The reality might be that different types of housing are needed to cater for the aging population which in turn frees up existing homes for younger people. New homes would do nothing but ruin greenfield sites and contribute toward the destruction of the beautiful habitat.</p>
285	Yes	No additional comments submitted
286	No	<p>A rail link/station for Garstang.</p> <p>Garstang would benefit from a 6th form college.</p>
288	No	No additional comments submitted
290	n/a	<p>A key issue that does not get a heading of its own is ‘Good Place to Live’. This is by far the greatest challenge for the west of Wyre where the FCP is already so built up further use of limited green land undermines the very character of the Thornton area that has attracted new people in the past. Take this away and you reduce the whole of the FCP (plus your review of Green Belt to further open the gate on reducing the separation of settlements). You endanger the very issue you want to address – the attraction of young families.</p> <p>Another issue is ‘Sustainability’. In what way does overdeveloping the west make sustainable sense when the motorway network, the rail network, access to Preston and other economic centres are all on the east? There is more land too and potential to create another motorway junction somewhere between Preston and Lancaster, even to create a new town, if well planned and attractive. Would this not be the most sustainable and attractive solution to bring in young families to Wyre?</p>
294	Yes	No additional comments submitted
296	No	<p>3.2 more affordable homes need to be closer to employment to reduce cost of travel.</p> <p>Retirement homes need to be in town centres with close access to services.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

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		<p>3.6 Fleetwood should be noted as a priority area for major improvement.</p> <p>3.13 development on greenfield sites will severely impact upon character of landscape and settlements.</p> <p>3.22 Lack of provision of green spaces in urban areas.</p> <p>3.31 Road network needs to be considered a priority. Poor transport provision should limit housing provision.</p>
297	No	<p>Greenbelt must be preserved especially due to Eastern estuary being industrialised.</p> <p>Will sites marked for employment bring investment to the area?</p> <p>A585 is badly congested and is the only suitable road on the FCP.</p>
303	Yes	<p>The drive to improve and support the existing assets and businesses in the borough is excellent, e.g.</p> <ul style="list-style-type: none"> • Fleetwood through investment in the Port will boost employment, • The sewage pipeline at Blackpool • Investment further North to benefit the tourist industry. • Encouragement of major industry through improving road and rail networks • and careful guiding of planning applications means that employment and prosperity is promoted.
304	No	No additional comments submitted.
305	No	Not all the key issues have been identified fully. There is a serious lack of detail regarding the infrastructure and investment in Garstang in relation to plans.
306	No	No additional comments submitted.
307	No	Once the developments at Bourne Way and Hauley Gardens are completed the traffic from these sites will worsen existing problems on the roads.
309	No	Once the developments at Bourne Way and Hawley Gardens are completed existing issues with congestion will worsen.
310	Yes	No additional comments submitted.
311	No	No additional comments submitted.
312	No	No additional comments submitted.
313	No	Against further development, concerned that it will weaken the greenbelt and countryside.
315	Yes	No additional comments submitted.
318	No	Sustainable development is probably the key issue that needs to be addressed, and there is little indication anywhere that Wyre Council

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

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		<p>understands what sustainable development is.</p> <p>As current settlement is mostly in the west of the borough where the capacity and efficiency of all transport routes are known to be totally inadequate this issue must be addressed to comply with NPPF section 7. before any further speculative market housing is permitted anywhere in the west of the borough.</p> <p>The retention of the green belt and other green areas on the FCP is even more important now as much of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage Facility, (PUGSF), a Top Tier High Hazard installation.</p> <p>A particular demand for employment sites has been identified in the Garstang and Catterrall area. Previous policies have focused on the Hillhouse site have provided few jobs. Issue of inadequate highway network.</p> <p>Option 1 shows most of the remaining green space in the FCP urban areas being built on. Very little evidence of good design in housing in Wyre in recent years.</p> <p>A new railway station in the borough would be a necessary feature of any Local Plan which includes for new housing on the scale indicated.</p> <p>Need to consider the impact of the Underground Gas Storage Facility (UGSF) - a Top Tier High Hazard site. Any development within its vicinity must consider the impact of it. In addition the presence of this facility will require a major upgrade to emergency service provision, especially fire and rescue services, and consideration must be given to evacuating populations within 3 miles of it in the event of an emergency.</p>
324	No	The importance of heritage assists and tourism viability have not been given enough importance. Significant development along the A6 corridor would seriously undermine the appeal of Garstang as a popular tourist destination.
331	Yes	No additional comments submitted
345	No	<p>Agree most of the issues are documented however, the following should be included.</p> <p>With regard to the SHMA figures referred to in the answers provided to Question 1 (decreasing average household size, increasing average property sizes, average number of bedrooms, and ‘under-occupancy’ levels), it would be a good idea to highlight any anomaly e.g. decreasing average household size and increasing property sizes during the period 2001 and 2011. It would also be very useful to document what the</p>

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		<p>mix of housing was on new developments actually provided during that period. This would provide an assessment as to whether those developments improved or worsened the position.</p> <p>It would seem from the anomaly of decreasing average household size and increasing property sizes that developments in Wyre are not matching the demand in terms of size. It is essential that this imbalance is re-dressed by increasing the supply of smaller houses and apartments.</p> <p>It also needs to be recognised that adequate floor space must be provided (a recent study found the UK has the smallest homes by floor space area of any European country).</p> <p>Economy: It would be appropriate to highlight the issue that Wyre has a surplus of workers over jobs, with 46% of Wyre residents who work commuting out of the Borough on a daily basis. The issue of low wage levels and its impact on the economy needs to be documented including the impact on the commute figures.</p> <p>Low levels of available employment and low wages are a particular disincentive for young people to remain in Wyre.</p> <p>Natural Environment: Important that WBC are more self-critical and comply with the policies when assessing planning applications.</p> <p>Pleased that para 3.22 states that "The Local Plan will seek to find ways to address existing deficiencies in the Green Infrastructure network by strengthening and enhancing this network." What would be really good is if we can actually achieve that goal.</p> <p>Infrastructure (Transport): Although 3.31 recognises that "Transport infrastructure and accessibility is key for the Local Plan", no mention is made to the lack of a rail / light railway link between Poulton, Thornton, and Fleetwood.</p> <p>This is a key issue and it needs to be recognised and acted upon. Poor access to the North Fylde is seen as a major reason for the lack of jobs within Wyre (46% of workers have to commute out). Reinstating the link would improve the employment situation in Wyre, help to reduce</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

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		<p>the very high commute figure of 46%, and by doing so, help to reduce road congestion.</p> <p>Given the current plans for an A585 bypass to be in place by 2020 there needs to be specific recognition of that fact and a reflection in house building policy in Thornton Cleveleys, Poulton, and Fleetwood during the period up to 2020.</p> <p>Infrastructure (Open Space): Although para 3.30 gives mention to open space and accepts the need for the Local Plan to take into account the impact of new developments, given the acknowledged shortfall in open space across the Borough the issue needs to be given special mention, with development policies then created in order to resolve the acknowledged shortfall.</p>
353	No	No additional comments submitted.
354	Yes	No additional comments submitted.
355	No	<ul style="list-style-type: none"> • Climate change is mentioned in Local Plan but there is a lack of detail. • Drainage system is at capacity (Hardhorn area) and at times of heavy rain can barely cope. Major additions to housing combined with removal of greenbelt 'soak away' areas is a recipe for planned flooding. • How many additional cars are being planned for? Where will they be driven? roads and lanes are full now. Is there a plan to cure gridlock?
358	Yes	No additional comments submitted.
359	No	<p>Option 1</p> <ul style="list-style-type: none"> • Massive increase in traffic, loss of countryside and habitats for buzzards, rare newt species, lapwings, butterflies, woodpeckers, deer, hedgehogs, foxes and other birds. • Loss of view from Woodland Drive which lead to purchase of property.
361	Yes	No additional comments submitted
362	Yes	<p>Sustainability in rural areas needs to be overhauled as a concept. Communities in remote areas are used, and expect, to live more remotely from services.</p> <p>This local plan should seek to recognise the very real differences that exist between the rural/urban settings and so not let a 'one cap fits all' approach hamper valid development rurally.</p>
363	Yes	Correct mixture of properties must be ensured and cater for younger people. Subdivision and conversion of existing buildings should be preferred. Small scale infill of settlements will be more sustainable.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>A greenbelt review of the Peninsula must take place. The peninsula is well placed for growth due to its facilities (incl. Public transport links, healthcare and retail provision), this will be more sustainable.</p> <p>Existing rural settlements have no facilities. Proposals must not quadruple size of communities without providing facilities (incl. Public transport, healthcare, retail) in advance. Development ‘should be in proportion to size, scale and character ‘.</p> <p>Existing employment must be protected.</p> <p>Catterall, Garstang and Claughton need growth but the area’s setting must not be compromised. Scale of growth proposed will destroy existing settlements and gateway to the AONB.</p> <p>Growth should be focused around Garstang.</p> <p>Communities need to be well served by a range of infrastructure (incl. Shops, schools, health facilities, utilities, highways, community facilities, open spaces) which are inadequate in the East of the borough.</p> <p>The A6 is at capacity at all times and must be rectified before proposals come to fruition.</p> <p>Investigation into railway station feasibility would also be supported.</p> <p>Points to stress:</p> <ul style="list-style-type: none"> • Development must be proportionate to existing infrastructure. • Transport services are lacking and residents rely upon private cars (no train service, poor bus service). • LCC has opposed any further large scale development along A6 due to capacity.
364	Yes	<p>If Fleetwood is a ‘key issue’ it is difficult to see why the same is not true of other settlements within Wyre. Housing is a key issue, especially for the young in Garstang. It is unlikely after years of failure for this issue to be solved by the market. Affordable housing is still unaffordable to young people,</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>Houses being built and sold at market prices and on farmland will only attract commuters.</p> <p>Young people require affordable rented housing.</p> <p>The development plan should take seriously the provision of social housing at public expense.</p> <p>With the exception of where land is derelict and unproductive, other types of house building should be discouraged in areas where house prices are too high for the young.</p>
365	No	<p>Against substantial loss of greenbelt proposed in Thornton.</p>
367	No	<p>Some issues have been identified but many have either not been identified or deliberately ignored.</p> <p>Settlement is mostly in the west of Wyre Borough and capacity and efficiency of commuter routes are totally inadequate.</p> <p>The Government and local councils are not doing enough to bring and retain employment in this area.</p> <p>Countryside or Green Belt should not be released for development. No Green Belt restrictions in Garstang/Rural Wyre - much closer to other greenery.</p> <p>Previous policies have failed to address the demand for affordable and older persons housing and nothing in this document suggest any improvement is likely.</p> <p>Employment sites are needed elsewhere in Wyre. A particular demand for employment sites has been identified in the Garstang and Catterrall area.</p> <p>Previous policies have focused on Hillhouse site and not been successful Victrex new plant has only about 20 new jobs. The Preesall UGS plant maybe about 40 new jobs.</p> <p>The document section 3.22 notes importance of green space. Option 1 proposes to build on most of it in Thornton.</p> <p>The document section 3.29 refers to promoting high quality of design. There is very little evidence of good design in housing in recent years and open plan front garden policies makes these developments look like car parks as none of these properties have boundary walls to contain things neatly.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.
383	No	<p>Some issues have been identified but many have either not been identified or deliberately ignored.</p> <p>Settlement is mostly in the west of Wyre Borough and capacity and efficiency of commuter routes are totally inadequate.</p> <p>The Government and local councils are not doing enough to bring and retain employment in this area.</p> <p>Countryside or Green Belt should not be released for development. No Green Belt restrictions in Garstang/Rural Wyre - much closer to other greenery.</p> <p>Previous policies have failed to address the demand for affordable and older persons housing and nothing in this document suggest any improvement is likely.</p> <p>Employment sites are needed elsewhere in Wyre. A particular demand for employment sites has been identified in the Garstang and Catterrall area.</p> <p>Previous policies have focused on Hillhouse site and not been successful Victrex new plant has only about 20 new jobs. The Preesall UGS plant maybe about 40 new jobs.</p> <p>The document section 3.22 notes importance of green space. Option 1 proposes to build on most of it in Thornton.</p> <p>The document section 3.29 refers to promoting high quality of design. There is very little evidence of good design in housing in recent years and open plan front garden policies makes these developments look like car parks.</p> <p>The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.</p>
386	Yes	No additional comments submitted.
393	No	No additional comments submitted.
398	No	<p>Transport feasibility needs including:</p> <ul style="list-style-type: none"> • Road safety issues arising from additional traffic problems, parking, and loss of community centre (Garstang).

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Identification of future bottle necks (Aldi store in Garstang will create road safety hazards at the canal bridge). • Development will increase accidents and risk at Moss Lane/A6 junction. <p>Lacks consideration for existing planned housing. No additional housing is required in the area. Services (incl. schools, doctors, dentists) and how they will cope with additional demand needs including in the Plan.</p>
400	No	Rural infrastructure is inadequate.
407	No	Consideration for road network on FCP is needed. Significant further improvement would take up more greenbelt.
408	n/a	<p>Option 1:</p> <ul style="list-style-type: none"> • Lack of accessibility in and out of FCP and no indication as to how this will be addressed. • Viability issues mean that proposals for FCP could start and not finish resulting in vacant and unfinished buildings with associated crime.
409	No	<p>Land based industries should be promoted. Brown field sites can accommodate housing and business.</p>
410	No	No additional comments submitted.
413	Yes	No additional comments submitted.
416	Yes	No additional comments submitted.
417	No	Against substantial loss of greenbelt proposed in Thornton.
418	No	No additional comments submitted.
419	No	<p>1. Fylde Coast Strategic Housing Market Assessment shows, relaxation of constraints on housing development along A6 will lead to more elderly residents and commuters to Preston and Lancaster. Especially due to planned growth in these cities. This will not rebalance the age structure, nor improve employment leakage. Local Plan should address how to retain younger population through:</p> <ul style="list-style-type: none"> - service provision, - employment, - attractive environment and - affordable housing. <p>Affordable housing in smaller villages is not occupied by local residents.</p> <p>2. Wyre, Preston and Lancaster have a duty to co-operate on planning issues. Transport must be given due attention. Proposals for the A6</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>corridor must develop new transport network to avoid congestion.</p> <p>3. Development along A6 (incl. Forton and Scorton) will improve viability of local primary schools and support new retail but not have a larger impact upon service provision.</p>
422	No	<p>It is not possible to identify keys issues and develop a strategy until an amended spatial portrait is available.</p> <p>The strategy needs to be socially, environmentally and economically sustainable in terms through addressing the specific needs of each community.</p> <ul style="list-style-type: none"> -An economic and housing scenario which removes land and protected land from the green belt is environmentally unstable. -The I&O document does not recognise how agriculture is fundamental to the social, economic and environmental structure of rural Wyre. -Doubling the size and population of a village or town may weaken social cohesion. <p>In terms of demographic balance and gaps in the workforce, it should be noted that the older population may not be in work. This will lessen the number of jobs required, or provide unpaid childcare. Pensions contribute towards the “grey economy” and should be noted.</p> <p>Where is the evidence as to how the number and types of jobs proposed will match the community. With the number of jobs falling (I&O p.9), is the projected increase in jobs and population realistic?</p> <p>Economic growth and housing should respect landscape preservation and biodiversity.</p> <p>Para. 3.23,3.5 and 6.10, are contradictory towards the “integrity and purpose” of the land.</p> <p>Communities’ specific needs are not being addressed.</p> <p>More emphasis should be on local businesses and keeping money within the local economy to allow new businesses to take root. Specific changes should meet the existing needs of the community rather than assume an overall change (para.3.5 and 3.20)</p> <p>The economic expansion mentioned in paragraph 3.24 would compromise food production, and agricultural land should be retained as part of the plan. Furthermore, para.3.20, promotes land based occupations in the countryside which could lead to unwanted urbanisation.</p>
423	n/a	<p>More emphasis to be given towards the weak infrastructure of the peninsular.</p> <p>Concerns over congestion on the roads of: Thornton, Cleveleys and Fleetwood.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
424	No	No additional comments submitted.
426	Yes	No additional comments submitted.
427	Yes	Key Issues don't seem to give any emphasis on safeguarding wildlife and endangered species.
435	n/a	<p>With most of Wyre in flood zones 2 and 3 or in Environmental Protection Areas and with poor communication links it is not appropriate to plan for major growth in housing.</p> <p>Have failed to express that development in the small rural communities which is dependent on private motor transport is unsustainable being reliant on fossil fuels which contribute to climate change.</p>
437	No	<p>3.5-Any planned development needs to re-inforce the Green Belt areas (and their functions). This paragraph seems to indicate they are under threat of development.</p> <p>3.11- If predictions indicate an increase in elderly residents this is not acknowledged and more emphasis is given to needs of young families.</p> <p>3.16- if a key issue is a demand for employment sites in Garstang, the logical outcome is to develop housing in that area as well. The prospect of new rail and motorway links in this area supports this view</p>
443	No	<p>Lack of evidence of limited brownfield land.</p> <p>Need more useful shops to replace charity shops and high end boutiques on Garstang High Street before start building new shops on green fields. Use the land where the old waste recycling centre is in Catterall. Do not sell the car park in Garstang so people can park to shop.</p> <p>No logic to building on flood risk areas – high insurance premiums and possibility no mortgage or insurance.</p> <p>New development will have an unacceptable impact on the special character and distinctiveness of the settlement of Garstang.</p> <p>Within Garstang how can you reconcile low cost affordable housing for young families and the elderly with ‘high quality design which responds positively to local character...is integrated with its surroundings, creates a sense of place and protects distinctiveness and heritage’? Cannot see developers being able to meet all of these requirements.</p> <p>No specific identification such as a new M6 junction near Garstang, A railway station at the Kenlis Arms, new schools or health centres etc.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		We in Garstang have seen a rapid erosion of our civic facilities at the hands of the WBC, where do you identify that these should be reinstated in line with future development (waste recycling centre and council offices being a prime example).
449	No	No additional comments submitted.
455	Yes	No additional comments submitted.
464	No	<p>Little consideration of the possibility of severe climate change and associated risks of food shortages and a petrol-based infrastructure being too costly. Such risks imply a much more radical local plan focussing on a circular economy and alternative modes of food and energy production, and lifestyle.</p> <p>It is also advisable to consider housing in the light of social care needs.</p>
472	Yes	<ul style="list-style-type: none"> • Growth should ensure the character of the area is maintained, through design, scale and numbers of houses. • Existing infrastructure is at bursting point, the A6 is at full capacity at all times, and doctors and parking facilities are stretched to the limit.
474	Yes	<p>Agree that key issues have been mentioned in the plan and agree that the impact that new development has on these should be given careful consideration. The plan should include a strategy to ensure that the infrastructure is provided either in tandem with new development or prior to the commencement of development.</p> <p>Access issues along A588: an alternative access point from 'Over Wyre' such as another bridge across the River Wyre should be considered.</p> <p>The Parish Council would like to establish better communication with planning and other agencies.</p> <p>Transport accessibility and connectivity could be improved by making bus and train timetable to coincide and providing more direct services.</p> <p>The plan should include information on infrastructure required for each area.</p>
477	No	<p>Many key issues have not been identified – doubtful that the impact of key issues has been understood:</p> <ul style="list-style-type: none"> • Sustainable development is required – most of the proposed development is to the West with inadequate commuter routes – the suggested alteration to the Wyre roundabout will do little to help. • There is nothing to suggest an improvement to Affordable and older persons housing requirements. • Demand for employment sites identified in Catterall and Garstang. Hillhouse has not been a success. Construction may provide some

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		temporary employment but nothing permanent. <ul style="list-style-type: none"> • General infrastructure changes required.
481	Yes	The Plan needs to address the provision of complimentary services such as healthcare and education. The 1999 Plan allocated land on Garstang Road East to compliment the allocated development site. Can a similar provision be made for education and healthcare in the new Plan. There is a limit to how much existing schools can be extended. A sustainable approach must accommodate new build provision.
483	Yes	No additional comments submitted.
484	Yes	No additional comments submitted.
485	No	No additional comments submitted.
487	No	<ul style="list-style-type: none"> • You should attach even greater importance to ‘green’ space and the environment. • There is an assumption that growth is imperative. It is not. Growth is not essential. To improve quality is more important and more realistic. • You do not need new housing to attract young people, you need improved facilities – sport, social, cultural and good environment. • Overcrowding on the road network is ruining the quality of life.
488	No	Greenbelt in the area has been whittled away and retention of this more important as parts of the estuary will be industrialised by the underground gas storage plant, a top tier high hazard installation.
489	No	With an ageing population, affordable housing for older people is necessary, but previous policies have failed to address this and there is nothing the document to suggest improvements.
491	No	Concerns over loss of greenbelt.
492	No	Concerns over loss of greenbelt.
495	Yes	No additional comments submitted.
496	No	Settlement is mostly in west of Wyre borough and capacity and efficiency of commuter routes are inadequate. Threat to greenbelt land - Retention of this on this side of the River Wyre and Thornton is even more important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage (UGS) plant, a Top Tier High Hazard installation. Previous policies have failed to address 'older person' housing demand and nothing in this document suggest any improvement is likely.
506	No	<ul style="list-style-type: none"> • Consider providing more local Higher Education facilities to retain the 18-22 population in the area. • Better infrastructure both Rail and Road; there is a major lack of Public Transport infrastructure especially off the A6. • Narrow and poorly maintained road infrastructure again off the A6 smaller loads.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Gas and Sewage and Water Supply capabilities have not been identified. • Impact of loss of food sources resulting from developing farming land needs assessing. • Facilities like banking leaving these areas.
509	No	No additional comments submitted.
517	No	No additional comments submitted.
518	No	<p>Some key issues are identified but they have not taken into account that the NPPF requires sustainable development.</p> <p>Commuter roads in West Wyre are inadequate.</p> <p>Protection of green belt land is desirable, especially as parts the estuary will be industrialised by the UGS plant.</p> <p>There is no provision at the moment for suitable housing for the older population - development of this type would free up more houses.</p> <p>Green infrastructure will be destroyed by building, with no provision for maintaining or providing new green areas, especially in high density housing.</p> <p>High quality design for developments in Thornton.</p> <p>Potential to create a new railway near Garstang – pedestrian/cycle/vehicular access to Poulton station is very limited.</p>
519	No	<ul style="list-style-type: none"> • Para 3.2 bringing more young people in will increase commuting. There is no strategy to create jobs in the FCP. • Para 3.5 Greenbelt provides enjoyment for residents and makes the area attractive to live in. Reducing it will defeat the objective of attracting new business and residents. • Para 3.9 objective regarding Fleetwood port is unrealistic. • Para 3.14 appears to be a discriminatory policy regarding the use of non-flood risk ground for travellers, and flood risk areas with mitigation for the rest of the population. • Para 3.24 implies that first class agricultural land will be lost if there is development on Greenfield sites, but para 2.28 says that Wyre has no class 1 land. • Para 3.30 The A585 was supposed to be ‘fixed’ as part of earlier developments but hasn’t been.
520	No	No additional comments submitted.
522	No	What is affordable housing? Latest developments are advertising luxury housing.
524	No	<p>Insufficient explanation of how the proposed developments would be sustainable. Serious explanation of how sufficient new jobs in the area would be created has not been addressed.</p> <p>Noted in 3.22 is the importance of green space to the community – option 1 proposes to build on most of what is left of the green space in Thornton.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
528	No	<p>Question over sustainability. Commuter routes are inadequate from the north west section of the Fylde Coast Peninsular (FCP). Lack of local suitable employment (increase in commuting) Loss of recreational / greenspace and the impact on health and wellbeing.</p>
540	No	<p>Do not believe the concentration of development around the Garstang/ Catterall / Churchtown area considers the real needs of local people - area is already very wealthy, is well supported by amenities and an expansion purely in terms of residential housing will do nothing to improve the local economy or jobs for those who live in the less wealthy areas such as Fleetwood and areas towards Blackpool.</p> <p>There is a lack of public transport so any increase in jobs will always be for those already resident or able to afford to live in such an area.</p> <p>The plan should be concentrating on the needs and well-being of the people already in our poorer areas and improving both job availability and housing in these areas to attract investment and people to move in.</p> <p>There is no argument to be made for supporting ‘affordable’ housing in this area because even with part ownership schemes and inclusion of so called affordable housing in plans, these are always well above average prices and require above average paid employment to be accessible.</p> <p>This also has the knock on affect of more drivers on the road (again due to lack of affordable, quality public transport) and will serve to make commuting times even longer as the A6 blackspots become even more congested. That in itself could actually dissuade people from wanting to live here in the future.</p> <p>Any increase in housing in the Garstang / Catterall / Churchtown area must also be considered alongside plans to improve the infrastructure including roads, schools (and transport to schools which is already prohibitive for less wealthy families) and health services.</p> <p>The Care Act 2015 makes it very clear that Local authorities must consider well-being in all its functions. Simply identifying possible places to build without considering the impact on residents well-being (now and in the future), particularly those already with care needs does not meet this requirement.</p> <p>I am not aware of any efforts by the council to evaluate the effects on well-being of any of the proposed plots development, nor to consult vulnerable groups or indeed young people, which in itself ignores the Lancashire Young People’s Plan.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
545	Yes	<p>Transport and infrastructure needs to be more integrated to ease movement across and beyond the borough.</p> <p>The vision for bicycle track provision and for access to rail travel is not very ambitious.</p> <p>Would it be possible to find a way to open up discussions with rail transport providers to better serve Wyre? A station on the West coast line in between Preston and Lancaster would be of great benefit</p>
549	No	<p>3.12 Insufficient affordable houses are being built for the local community.</p> <p>3.13 is incorrect for Garstang as the majority of developments have been on greenfield / agricultural land rather than previously developed land.</p> <p>3.31 traffic congestion and safety on the A586 is a concern for local residents especially when trying to access the A6</p>
551	Yes	No additional comments submitted.
553	Yes	No additional comments submitted.
555	No	<p>Key issues have been identified but concerned that they have not been taken into account in the options in the plan.</p> <p>For example 4.22 emphasises the importance of green space and all the options include substantial building of houses on green spaces within Thornton and Poulton areas.</p>
563	No	House prices in Thornton are declining and there is ample stock for the current population, an increase in population will bring chaos.
564	Yes	No comment
565	Yes	No additional comments submitted.
567	No	<p>Thornton is becoming unsustainable due to: lack of safe cycle routes due to heavy traffic; and, lack of open green space.</p> <p>Housing for the elderly is required and is not being delivered in recent development.</p>
568	No	<p>Further key points:</p> <ul style="list-style-type: none"> • The NPPF requires sustainable development. • Commuter roads are inadequate, inefficient and at full capacity. • Retention of greenbelt is important. • No suggestion of improvement to affordable and older persons housing is made. • A demand for particular employment sites has been identified but previous policies have been unsuccessful.
569	No	Green areas should be preserved, they are important for wellbeing, and must not be lost to housing.
570	No	Other issues:

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Required improvement to accessibility. • Area should remain rural to retain its character.
571	No	<ul style="list-style-type: none"> • Requirement for increasing the size of existing schools or need/location of new ones. • Additional load on existing doctors/dentists etc.
572	No	See 687
572_1	No	See 687
573	Yes	Greenbelt must be preserved to prevent the area from becoming one large building plot.
574	No	<p>50% of the NHS employees are expected to retire in the next 10-15 years. Better public transport links with the hospital would increase the chance of people in outlying areas acquiring these jobs.</p> <p>People moving into an area require housing, schools, GP's, dentists and entertainment.</p> <p>The Plan does not consider lack of amenities which are resulting in the drain of 20-44 yr olds.</p> <p>Buildings by Decimus Burton are not maintained and promoted.</p>
575	No	<p>Other issues to be addressed:</p> <ul style="list-style-type: none"> • Retention of greenbelt is particularly important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Demand for employment in Garstang and Catterall. • New railway station in the Garstang area.
576	Yes	<p>Need to work with Network rail to re-open Thornton station and extend to new station for Fleetwood running to West Coast Mainline/Preston.</p> <p>Garstang should have a new station and motorway exit.</p> <p>It is not acceptable for a Borough of Wyre's size to only have one station.</p>
577	Yes	Rail links need developing
578	No	Against substantial loss of greenbelt proposed in Thornton.
578_1	No	Against substantial loss of greenbelt proposed in Thornton.
579	Yes	<p>Additional issues:</p> <ul style="list-style-type: none"> • Roads need sorting. • Do not release brown and greenbelt areas. More houses and cars are not the answer.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Brown and green belt need to stay. Wildlife helps humans live better lives. • Land such as Morrison roundabout should be kept drained. Another 12 months and it will be flooding the road.
580	No	No additional comments submitted.
580_1	No	No additional comments submitted.
581	No	Not enough emphasis has been given to the impact that the three options would have on the quality of life of the residents.
582	Yes	No additional comments submitted.
582_1	Yes	The majority of the population is concentrated in Fleetwood, Thornton and Poulton, therefore, new development should be concentrated in other areas as there is little greenbelt left on the FCP.
583	No	<ul style="list-style-type: none"> • Retention of greenbelt is particularly important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Demand for employment in Garstang and Catterall. • New railway station is possible in Garstang area.
584	No	<ul style="list-style-type: none"> • Retention of greenbelt is particularly important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Demand for employment in Garstang and Catterall. • New railway station is possible in Garstang area.
585	Yes	No comment
586	No	<p>There are more than enough facilities for the travelling community in Fylde, farmland should be kept for the farmers and production of food to avoid increased imports. People who choose to live in the country prefer to eat locally and ethically produced food.</p> <p>There should be more emphasis on housing for the ageing population in the way of bungalows and warden assisted houses where independence can be maintained and less strain put on social care.</p>
587	Yes	Garstang should be treated as a historical and agricultural rural dominated township and should not be highlighted for urbanised development.
589	No	<p>What has happened to plans to improve existing housing stock?</p> <p>Burn Naze remains half complete.</p> <p>Green space should be preserved as much as possible.</p>
590	Yes	A comprehensive assessment of the Local Plan Options appears to be outlined in the advantages/disadvantages of each option.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
591	Yes	There appears to have been comprehensive coverage of the issues.
592	Yes	<p>Would there be sustainability in rural areas?</p> <p>If the A6 corridor is chosen, it might bring enough growth to enhance Garstang Town Centre shops.</p>
593	Yes	No comment
595	n/a	Brownfield sites should be used where possible and residential flats created above commercial premises.
600	n/a	<p>Natural Environment</p> <ul style="list-style-type: none"> • Support the reference to the diverse natural environment contained within the Borough. Suggest that a more specific reference to the River Wyre and its tributaries would be appropriate – the River Wyre is a key feature in defining the character of the Borough, is of significant economic, social and environmental value, and supports a nationally significant salmon and sea trout fishery. • Would like to see the Local Plan include reference to seeking to protect and enhance this specific component of the Borough’s blue green infrastructure. • There are two designated Bathing Waters along the Borough’s coastline, at Cleveleys and Fleetwood. Would like to see the Local Plan include reference to the importance of improving bathing water quality. <p>Climate Change and Flood Risk</p> <ul style="list-style-type: none"> • Support the reference to climate change adaptation through avoiding development in flood risk areas, and ensuring development is designed to respond to climate change. • Support the reference to climate change mitigation. • Welcome the reference to supporting the use of SuDS in managing flood risk. • SuDS also contributes a significant role in protecting water quality, and it’s use could also be mentioned in relation to the natural environment.
601	Yes	Para. 3.5 – Development on Green Belt land – this should simply be unacceptable & the land protected. Little mention of regeneration of

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>brownfield sites in and around Fleetwood & Thornton</p> <p>Para. 3.27 - No explanation as to the criteria to be used to develop or not to develop in flood risk areas.</p> <p>Para. 3.30 – concern expressed that infrastructure improvements necessary to ensure this Local Plan is successful is largely dependent on services & organisations out of control of Wyre Council.</p>
603	Yes	Key issues are covered.
606	Yes	No additional comments submitted
608	Yes	<p>Para 3.4 - Preesall/Knott End has a similar population to Garstang and should therefore be identified as a larger settlement.</p> <p>Para 3.8 - The new bypass road will ease congestion.</p> <p>Para 3.11 Support for a good mix of housing types.</p> <p>Para. 3.21 The linear nature of Garstang shopping centre - hemmed in by residential development – therefore limited opportunities for expansion.</p> <p>Para. 3.22 “development does not place unacceptable pressure on the Green Infrastructure network” (also para’s 3.23, 3.27 and 3.28). Unclear how “unacceptable” is defined and by whom?</p>
609	Yes	Are the plans to provide/fund Gypsy/Traveller pitches a requirement that all councils have to meet?
613	Yes	No additional comments submitted
615	No	Potential future demand for fracking sites. (Identify) areas where they could be accepted and areas where they could not.
632	No	Green belt should not be released.
633	No	Green belt should not be released.
636	No	<p>Para 3.3.</p> <p>Ageing population – support for bungalows – less of an adverse impact on countryside views.</p> <p>Para 3.4</p> <p>Include in the purpose of Green Belt the opportunity to use the land for recreational use e.g. countryside walking and cycling.</p>
640	Yes	No additional comments submitted
641	No	Need for plan to address the role of the agricultural industry and the impact fracking might have on the area and its development.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		Para.3.10 Need for new housing should be balanced against the need for existing areas and communities to retain their existing character. Paras. 3.30 and 3.31 - Plan needs a clear view of infrastructure requirements and how they can be delivered.
643	No	<ul style="list-style-type: none"> • Capacity and efficiency of commuter routes are inadequate. • Retention of Green Belt is even more important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Previous policies have failed to address the demand for affordable and older persons housing. • Previous policies focused on Hillhouse site have secured a limited number of new jobs. • Para. 3.22 notes importance of green space however Option 1 proposes to develop on most of it in Thornton. Green spaces are necessary for health both physical and mental and are necessary for any future children. • Loss of trees makes areas susceptible to flooding. • Very little evidence of good design in housing in recent years. • The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.
644	No	<ul style="list-style-type: none"> • Capacity and efficiency of commuter routes are inadequate. • Retention of Green Belt is even more important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Previous policies have failed to address the demand for affordable and older persons housing. • Previous policies focused on Hillhouse site have secured a limited number of new jobs. • Para. 3.22 notes importance of green space however Option 1 proposes to develop on most of it in Thornton. Green spaces are necessary for health both physical and mental and are necessary for any future children. • Loss of trees makes areas susceptible to flooding. • Very little evidence of good design in housing in recent years. • The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.
645	No	<ul style="list-style-type: none"> • The capacity and efficiency of commuter routes in west Wyre are inadequate. • Green belt should not be released. • Not confident that the need for affordable and older persons housing will be addressed. • Potential for a new railway station near Garstang.
646	Yes	Should be greater emphasis on agriculture and role in the economy – e.g. number of people employed.
654	Yes	No additional comments submitted.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
660	No	<ul style="list-style-type: none"> • Insufficient consideration given to the effects of the proposed development on climate change. • Climate change is addressed only in terms of the risk to infrastructure. • Future development ought to be carbon-zero. • Future rural development should not be considered until an environmentally sustainable, serviceable public transport network is first implemented. • Current public transport network in rural Wyre is inadequate and expensive. • Safe cycle paths should be built along the A6 corridor, separate to the road itself. • The Local Plan ought to contain details of how the public transport network will be overhauled, and how and where the cycle paths will be built.
667	Yes	<ul style="list-style-type: none"> • The lack of public transport must be addressed. • Support for a rail link in the east of borough and motorway junction. • Bus services for rural areas need to be improved to support housing development and the needs of an aging population. • Locations for outreach health services (e.g. branch GP surgeries with dispensing facilities) need to be considered. • Inadequate internet/broadband services in rural areas needs to be addressed. • Inadequate parking facilities at Garstang Medical Centre. Patients are very concerned as to how these will be increased to meet the needs of additional patients as a result of local housing developments. • Important that adequate sports facilities are maintained and additional facilities provided to meet the needs of an increasing population who are living longer.
669	No	<ul style="list-style-type: none"> • Capacity and efficiency of commuter routes are inadequate. • Retention of Green Belt is even more important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Previous policies have failed to address the demand for affordable and older persons housing. • Previous policies focused on Hillhouse site have secured a limited number of new jobs. • Para. 3.22 notes importance of green space however Option 1 proposes to develop on most of it in Thornton. Green spaces are necessary for health both physical and mental and are necessary for any future children. • Loss of trees makes areas susceptible to flooding. • Very little evidence of good design in housing in recent years. • The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
670	No	<ul style="list-style-type: none"> • Capacity and efficiency of commuter routes are inadequate. • Retention of Green Belt is even more important as parts of the east side of the estuary will be industrialised by the Preesall Underground Gas Storage plant. • Previous policies have failed to address the demand for affordable and older persons housing. • Previous policies focused on Hillhouse site have secured a limited number of new jobs. • Para. 3.22 notes importance of green space however Option 1 proposes to develop on most of it in Thornton. Green spaces are necessary for health both physical and mental and are necessary for any future children. • Loss of trees makes areas susceptible to flooding. • Very little evidence of good design in housing in recent years. • The potential for a new railway station near Garstang to limit car journeys by commuters is a very real reason to support Option 2.
673	n/a	Garstang is a centre for tourism – attractive countryside which brings people into the town
674	No	<ul style="list-style-type: none"> • More emphasis needed on sustainable quality employment. • More focus on the need to improve the current housing stock in parts of Fleetwood, Thornton and Cleveleys as opposed to developing green field sites.
676	n/a	<p>Paragraph 2.17</p> <ul style="list-style-type: none"> • No overall plan to decreasing out commuting bearing in mind the acknowledged relatively poor road access. • Capacity issues on the A6 need to be given at least the same emphasis as the A585. • Need for either the M6 junction or railway station in the Garstang area to reduce the highway impacts of the suggested level development. • In the short term would be immediate pressure on the A6/M55/M6 junction at Broughton and A6 itself which may need to be ‘trunked’ i.e. access restricted to major junctions with roundabouts/traffic lights. • Placing housing in the Garstang area on both sides of the A6 makes it more likely that the entire road will have to be a 30mph zone - increase in pedestrian movements. • This may be an issue with the Highways Agency since, if there is no new Motorway Junction, the A6 between Junction 32 and 33 is the only ‘relief road’ available should the motorway be closed for any reason. <p>Paragraph 3.27:</p> <ul style="list-style-type: none"> • The number of potential new houses in the Garstang/Bonds/Catterall area raises significant issues over topwater drainage and existing flooding (especially in Churchtown).

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • The main sewers are too small in many areas and in some areas any further development would need a new main sewer network. • The cost should be funded, at least in part, by the developers of any new major sites.
678	No	<ul style="list-style-type: none"> • Many issues not identified. • Employment sites are needed elsewhere in Wyre. • Section 3.22 notes mention importance of green space. Option 1 would destroy 90% of what Thornton has remaining.
679	No	<ul style="list-style-type: none"> • Many issues not identified. • Employment sites are needed elsewhere in Wyre. • Section 3.22 notes mention importance of green space. Option 1 would destroy 90% of what Thornton has remaining.
680	No	<ul style="list-style-type: none"> • The capacity and efficiency of commuter routes in west Wyre are inadequate. • Green belt should not be released. • Not confident that the need for affordable and older persons housing will be addressed. • Potential for a new railway station near Garstang.
681	No	<ul style="list-style-type: none"> • Lack of infrastructure, including health and education. More facilities for young people needed. • Over-supply of supermarkets. • Flood risk • Loss of local identity will result from large developments.
683	Yes	Need to link development to infrastructure – traffic, facilities, water and waste management.
687	No	<ul style="list-style-type: none"> • Percentage of working age population is projected to decrease significantly. To what extent is this a result of people living longer and older people forming a greater % of the population? • Why is the key issue to attract young people and families? To where will they be attracted and where will they find employment? • A distinction needs to be made between the A6 corridor and the FCP and the villages. • Difficult to attract jobs to the peninsula – isolated with poor accessibility. • Building family houses will exacerbate the commuting problems and will not by itself attract employees to locate in this area. • The Green Belt is a vital element and must be protected and indeed enhanced.
689	No	<ul style="list-style-type: none"> • Many issues not identified. • Employment sites are needed elsewhere in Wyre. • Section 3.22 notes mention importance of green space. Option 1 would destroy 90% of what Thornton has remaining.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
690	No	<ul style="list-style-type: none"> • Many issues not identified. • Employment sites are needed elsewhere in Wyre. • Section 3.22 notes mention importance of green space. Option 1 would destroy 90% of what Thornton has remaining.
693	Yes	<p>Need to reverse the top heavy age demography to ensure the long term stability of settlements of all sizes.</p> <p>For Winmarleigh suitable housing for rent or purchase by young families is needed.</p> <p>Jobs will be provided elsewhere and those seeking work will travel to find them. A vision for the A6 corridor could include a science park with links to Lancaster University for scientific and engineering research. Need to encourage more academic staff from the University to live in Wyre to add to the population mix.</p> <p>From para 3.23 it might be assumed that the whole of the ANOB is within Wyre Borough – this is not the case. Issue of development visible from the AONB having a negative impact on visual tranquillity.</p> <p>Investment in sewers and gas mains will be required to support any new development.</p>
694	Yes	No additional comments submitted.
698	No	Leisure, tourism and retirement need to be addressed in full – traditionally these are the economic drivers.
699	No	Proposals are of such magnitude it is impossible to know what the key issues might be.
700	No	<ul style="list-style-type: none"> • Housing without supporting business will drive down property values. • Garstang lacks a young workforce. • Contextual development not addressed (see Preston’s plan)
701	No	<ul style="list-style-type: none"> • Lack of infrastructure (including health and education) to support implied growth along the A6.) • Insufficient links to bring workforce in West Wyre to the A6 area. Investment in the A6 corridor will only benefit Preston.
702	No	<ul style="list-style-type: none"> • Impact of over-development on tourism associated with Garstang. • Impact on tourism links with the Area of Outstanding Natural Beauty as accessed from Garstang along Dimples Lane and Calder House Lane.
703	No	Impact on stretched public services and poorly maintained roads.
704	No	Key issues:

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Affordability • Greenfields
705	No	Needs to identify where fracking could be accepted and where it could not.
706	No	Query whether or not increase in traffic along Station Road, Hardhorn Road or Longhouse Lane has been assessed.
707	Yes	Road infrastructure is inadequate for large scale development in Poulton-le-Fylde.
708	Yes	No additional comments submitted.
709	No	No additional comments submitted.
710	Yes	No additional comments submitted.
711	No	No additional comments submitted.
712	N	No mention of the need to improve public transport or encourage walking and cycling and accepts instead that road traffic will increase – contrary to words on environmental, sustainability and health.
713	No	No mention of the need to improve public transport or encourage walking and cycling and accepts instead that road traffic will increase – contrary to words on environmental, sustainability and health.
714	No	<ul style="list-style-type: none"> • Need for more affordable/social homes to attract younger people. Especially in the rural areas where wages are low. Concern that more high end housing will be built. • Public transport across the borough will need to be improved particularly in rural areas.
715	No	<ul style="list-style-type: none"> • Focus on brownfield land. • Sites identified for industrial/employment development in Thornton should be mixed industrial/housing uses – will mean less greenfield development.
717	Yes	No additional comments submitted.
721	Yes	<p>Key issues identified but does not set out how they will be achieved.</p> <p>Sustainability appraisal not included in the documents received.</p>
722	Yes	Plan should address the protection of rural areas and heritage.
724	Yes	No additional comments submitted.
725	No	No additional comments submitted.
726	No	<ul style="list-style-type: none"> • Visual impact on existing homes. • Hazardous increase in traffic.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Ecological damage. • Noise and pollution during construction. • Destruction of the charming and peaceful village of Poulton.
727	No	Western urban area dominates everything Wyre does. Rural area and Garstang neglected of investment.
729	Yes	No additional comments submitted.
731	No	<ul style="list-style-type: none"> • Visual impact on existing homes. • Hazardous increase in traffic. • Ecological damage. • Noise and pollution during construction. • Destruction of the charming and peaceful village of Poulton.
732	Yes	<p>All issues appear to have been addressed.</p> <p>Separation of settlements by green belt in the peninsula should be applied to rural settlements to prevent the coalescence of villages and towns – for instance along the A6 corridor.</p>
733	Yes	No additional comments submitted.
735	Yes	No additional comments submitted.
739	No	No additional comments submitted.
740	Yes	<p>Needs of an aging population need more thought – e.g. should care be in the east of the borough where hospitals in Preston and Lancaster are more easily reached.</p> <p>Better transport links in the east of the borough to jobs in Preston and Lancaster and beyond.</p> <p>Green Belt should be preserved.</p> <p>Re-invigoration of Fleetwood requires more employment not houses.</p> <p>Limited employment growth potential in the peninsula so should promote employment and housing growth in the east of the borough.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>Care should be taken not to alter the character and feel of Thornton. Loss of countryside would have a catastrophic effect. Modest expansion of Myerscough Collage and the Nautical Campus into the Green Belt could be allowed.</p> <p>No need for more retail provision, including at Norcross.</p> <p>Transport issues around Thornton/Skippool not sufficiently highlighted.</p>
741	Yes	<p>Needs of an aging population need more thought – e.g. should care be in the east of the borough where hospitals in Preston and Lancaster are more easily reached.</p> <p>Better transport links in the east of the borough to jobs in Preston and Lancaster and beyond.</p> <p>Green Belt should be preserved.</p> <p>Re-invigoration of Fleetwood requires more employment not houses.</p> <p>Limited employment growth potential in the peninsula so should promote employment and housing growth in the east of the borough.</p> <p>Care should be taken not to alter the character and feel of Thornton. Loss of countryside would have a catastrophic effect. Modest expansion of Myerscough Collage and the Nautical Campus into the Green Belt could be allowed.</p> <p>No need for more retail provision, including at Norcross.</p> <p>Transport issues around Thronton/Skippool not sufficiently highlighted.</p>
742	No	<p>NPPF requires sustainable development.</p> <p>Threat to Green Belt - Option 1 proposes to develop on the Green Belt.</p> <p>Should be a new railway station near Garstang to limit car journeys and support Option 2.</p>
743	No	<p>Inadequate traffic infrastructure on commuter routes in the peninsula.</p> <p>No recognition of the threat to the Green Belt.</p>
744	No	<p>No recognition of the threat to the Green Belt.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
745	No	<ul style="list-style-type: none"> • No recognition of sustainable development. Inadequate traffic infrastructure on commuter routes in the peninsula. • No recognition of the threat to the Green Belt. • New rail station in the east of the borough near Garstang would support developments in that location.
746	No	No recognition of the threat to the Green Belt.
748	No	Needs to be a push on more sustainable development.
751	No	See Q1
752	No	Lack of local sustainable and suitable employment. Loss of green space/recreation area
753	No	Lack of local sustainable and suitable employment. Loss of green space/recreation area
755	Yes	No additional comments submitted.
756	No	No additional comments submitted.
758	Yes	No additional comments submitted.
759	No	Impact of development of traffic levels along the A6 corridor. New junction on the M6 should be built at Bilsborrow opposite Barton Grange.
760	Yes	<ul style="list-style-type: none"> • Have not taken into account the extra housing built in Garstang. • Difficulty of accessing health care. • Insufficient car parking on market day. • Insufficient local work. • Impact of commuting on road network.
761	Yes	Key issues covered.
762	Yes	No additional comments submitted.
763	Yes	Section does not reflect how deprived Fleetwood is compared to other population centres. Knott End isolated with a shrinking shopping facility.
782	No	<p>Population and settlement patterns – More details needed on the decline of certain population groups. If national trend, little Wyre can do. Creating jobs will keep young people in the area. Building houses will not unless they have jobs to go to. Green Belt should be retained and brownfield land in the peninsula should be used as will not be used for large scale manufacturing. Dispersed pattern of development. Cannot be a one-size-fits all solution.</p> <p>Housing – Greenfield sites in the rural area should not automatically be given planning permission for affordable housing. Need in a particular area should be stringently demonstrated. No natural link between the peninsula and Forton so people should not be resettled</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>from one to the other. First time buyer and small houses in appropriate village locations required. Urban and rural areas should not be lumped together – the housing needs of the former cannot be met by the latter.</p> <p>Economy – areas identified for growth – overly optimistic. No large scale manufacturing in the UK. Manufacturing will need a small physical footprint. Hillhouse site does not need to be retained entirely for industry. No mention of agriculture. Housing in Forton cannot meet the needs of the peninsula. Cannot equate development with housing and housing with growth.</p> <p>Infrastructure – development outpacing infrastructure. Will increase accidents on rural roads.</p>
783	No	Loss of green areas which are important to the well-being of the community.
784	No	<p>45 page proposal is too lengthy.</p> <p>Option 1 is over ambitious. No opportunities exist.</p> <p>Option 2 may encourage people to work in Preston. Local motorway access. Commuting benefits.</p> <p>Option 3 has not been thought out.</p>
785	No	<p>Document too long at 45 pages.</p> <p>Option 1 - Focus on Hillhouse as the major employment opportunity is wrong – too far from the m-way.</p> <p>Option 2 highlights risk that more skilled workers will seek employment in Preston to the detriment of Wyre’s economy. Should not let such as flakey statement undermine the development of potential enterprise zones near to the motorway.</p> <p>Option 3 – neither a strong commitment to job creation nor a solution to deprivation.</p>
786	No	<p>Some issues identified but the majority haven’t.</p> <p>Threats to the Green Belt – even more important now that the east of the river is being industrialised (Halite).</p> <p>Possibility of a new rail station at Garstang needs to be explored.</p>
787	No	<p>Some issues identified but the majority haven’t.</p> <p>Threats to the Green Belt – even more important now that the east of the river is being industrialised (Halite).</p> <p>Possibility of a new rail station at Garstang needs to be explored.</p>
788	No	<p>Some issues identified but the majority haven’t.</p> <p>Threats to the Green Belt – even more important now that the east of the river is being industrialised (Halite).</p> <p>Possibility of a new rail station at Garstang needs to be explored.</p>
792	No	Regarding Winmarleigh – questions how such a large scale development (IO_80) is compatible with the protection of local heritage and

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		environmental assets. Expansion of 10% more appropriate.
793	n/a	<p>Para. 3.12 Affordable housing – unless able to take advantage of affordable housing (affordable to who?), few houses being built for the local community.</p> <p>Para 3.13 Previous focus on previously developed land is not reflected within Garstang where most developments have been on greenfield sites.</p>
795	No	<p>Need to increase/improve infrastructure/services before new development.</p> <p>Flood risk and drainage issues – needs attention.</p>
796	Yes	Green Belt should be maintained. Rarely any justifiable reason to re-designate for development.
806	No	No additional comments submitted.
809	Yes	Key issues covered.
810	No	No mention of recreational activities, extra medical facilities or school places.
812	Yes	No additional comments submitted.
813	n/a	Economy – could suggest possible new sources of income – fracking, marine related industries such as the design and manufacture of marine machinery and electronics.
814	No	No mention of fracking proposals and impact on infrastructure and the environment.
815	Yes	No additional comments submitted.
817	No	<ul style="list-style-type: none"> • Housing shouldn't be for people who currently live and work outside of the area. • Key issues are too generic.
818	Yes	A585 needs improvement to enhance business opportunities, increase the working population and reduce the outflow of commuters.
819	No	Existing agricultural concerns have not been considered.
821	Yes	No additional comments submitted.
822	Yes	No additional comments submitted.
823	Yes	No additional comments submitted.
824	No	See above.
826	No	<ul style="list-style-type: none"> • Inadequate bus service and lack of trains. No station in Garstang.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Too much reliance on the car – too much traffic on the A6. • Education and health services need to be addressed.
827	No	<p>NPPF = sustainable development.</p> <p>Option 1 – proposes to build on most of the green space in Thornton.</p> <p>Need for appropriate types of houses e.g. for older people.</p>
828	Yes	No additional comments submitted.
829	No	<p>Need to develop the green belt is shortsighted. Ignores brownfield sites that need regeneration.</p> <p>Town centre of Poulton needs regeneration without losing its character to be attractive to young families.</p>
830	No	<ul style="list-style-type: none"> • Large growth in over 75's foreseen. • Won't want to live on mixed estates. • High spending and should be encouraged.
831	Yes	No additional comments submitted.
832	No	Need to distinguish between the housing needs of the local population and the need to attract people into the borough to meet targets.
833	n/a	Localised flooding e.g. Pilling, due to inadequate pumping station.
834	Yes	<ul style="list-style-type: none"> • Without a proper infrastructure plan it is difficult to determine what the best option might be. • Lack of public transport and over-reliance on cars especially on the A6.
835	No	No additional comments submitted.
836	No	<p>Areas on the flood plain have been identified for development.</p> <p>The Hawthorns has many garden areas that flood and are inaccessible in winter.</p>
837	Y (partly)	Issue of selling off Garstang Community Centre and car parking.
838	Yes	Questions whether or not there are enough burial plots for an ageing population in Garstang.
840	No	<p>Garstang has particular issues that should be addressed separately as does Fleetwood.</p> <p>Potential expansion into the Green Belt is inevitable – requires specific consideration in order to maintain distinctiveness.</p>
841	No	<p>Fracking and gas storage</p> <p>No building on flood areas.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		Improve canal bridges.
842	No	The agriculture and heritage importance of areas has not been addressed.
843	Yes	No additional comments submitted.
844	Yes	No additional comments submitted.
845	Yes	Need a local plan sooner the better.
846	Yes	No additional comments submitted.
848	Yes	Para. 3.12 – clarification of wording relating to the viability of development. Para. 3.14 – NPPF doesn’t rule out caravans in flood Zone 2. Para. 3.31 – suitable provision of public transport to rural areas is very important.
854	Yes	No additional comments submitted.
863	No	<ul style="list-style-type: none"> • Greenbelt should not be released, more should be created to protect existing Greenspace to the West. • All development has taken place on the West and FCP when employment growth is required. • FCP is at capacity.
865	Yes	No additional comments submitted.
900	Yes	Lacks emphasis on public transport. Scorton, Calder Vale need public transport provision, especially due to aging population. This will improve access to GPs, work/study.
901	Yes	No additional comments submitted.
902	Yes	No additional comments submitted.
903	Yes	<p>General key issues have been identified. Each rural parish will have their own issues which are key to them.</p> <p>Infrastructure must be put in Place. Pilling’s sewers are at capacity and will require investment if additional housing is to be built.</p> <p>Pilling Parish Council prefers gradual development. Increases to the size of rural settlements should be proportional to employment and development needs. It should also support the provision of local services (primary schools), rather than create estates whose residents travel out of the area for work, child care and shops. Instead the village should be supported.</p> <p>The continuation of local employment is necessary to retain the local workforce and part of this is the upgrading and improvement of some of the moss roads which serve these businesses and especially the A588, which links the rural parishes in the North of Wyre. The retention of</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>local businesses is necessary to alleviate the pressure on the infrastructure both locally and further afield.</p> <p>Pilling has seen a decline to almost non-existence in horticulture with the influx of cheap imports and the serious decline of the many agricultural opportunities.</p> <p>It is important to:</p> <ul style="list-style-type: none"> • Provide affordable housing for existing resident/young families, • Provide mixed housing within developments, • Support live/work units. <p>Increasing housing will increase the need for healthcare services. Lack of local health services and bus routes make it difficult for the elderly and those with young children to access doctors surgeries.</p> <p>If fish processing is a growth sector, will the impacts be felt on the rural roads in terms of long haulage of animal feeds?</p>
904	n/a	Key issues – waste water treatment facilities should be added to the infrastructure list.
905	No	No additional comments submitted.
908	No	<ul style="list-style-type: none"> • Maintaining the character and attractiveness of Garstang is being neglected. • Urbanising a market town and its environs. • Reducing the quality of life in the area.
909	Yes	No additional comments submitted.
915	No	<p>Plan does not take into account the full affect of development on areas considered.</p> <p>Development of Fleetwood and Thornton will improve areas of deprivation and dereliction. Revitalisation of the area would also benefit the community and the infrastructure can accommodate development.</p> <p>The reverse is true for Winmarleigh and Garstang, where the infrastructure cannot cope with massive development.</p>
916	Yes	A6 is congested and gridlocked after accidents.
919	Yes	<p>Additional Issues:</p> <ul style="list-style-type: none"> • Catering for the 75+ age group is essential, good quality care homes are needed;

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Revitalisation of Fleetwood must continue; • Lack of smaller dwellings for young people; • Preference for brownfield sites; • Important to avoid development in flood risk areas.
920	Yes	Pressures of transport and highways infrastructure are key, particularly to the West of the Borough. This issue should have its own subheading.
921	No	<p>Uniqueness of Wyre (balance between countryside, agriculture, economy and people) must be preserved. The objective of planning should be to protect a region’s distinctiveness, not to normalise all areas through housing targets.</p> <p>Option 1 is the only way forward.</p>
922	No	<p>Public Rights of Way network is missing from document. Network’s protection and enhancement should be considered as the Local Plan is developed.</p> <p>Loss of greenbelt should be avoided at all costs.</p> <p>Development on remaining open space on FCP is unsustainable (see NPPF section 9 Protecting Green Belt Land).</p>
923	Yes	No additional comments submitted.
925	Yes	Feels that the needs of rural areas are being generalised and are taken from the needs of urban areas. 14-19 year olds should be consulted whether they would stay in the village, since a recent poll states that only 1 in 10 would consider living there.
926	No	Key issues were consulted on in 2012. These are 3 years out of date and may no longer be relevant priorities.
927	Yes	<p>Statement 3.11 is agreed with:</p> <ul style="list-style-type: none"> • There is a particular need for smaller dwellings for young people. • Housing for the elderly is required. • Undersupply of housing pushes younger residents away from the community. <p>Small rural communities (incl. Inskip) do not have transport, retail, educational, or community facilities to support significant growth.</p>
929	n/a	<p>Population and Settlement Patterns:</p> <ul style="list-style-type: none"> • Do the demographic figures apply evenly across the Borough? • Older persons move to the Borough to be closer to family, this needs taking into account.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<ul style="list-style-type: none"> • Aging population means that demand for new jobs is reducing. • Rural settlements should not be expanded to meet the needs of other parts of the Borough. • It is essential that green space is left in between settlements if the A6 is further developed. <p>Housing:</p> <ul style="list-style-type: none"> • The main reason for the increase in house building to the range 340-485 a year is the forecast of 1,800 new jobs being created (Experian and Oxford studies) which are conjectural and conflict with the ONS figure for population increase. A decision on the target should be included in the first draft. • Building additional social housing in villages will not address the needs of the peninsula. More social houses in villages should link to evidence of local need – consult with parish councils on this. • The Rural Housing Needs Survey does not define Affordable Housing; many people think it means low cost private starter homes. Consequently the survey results will be flawed. Housing Associations should have to show that they have looked for brown field sites before returning to green field. • Para 3.13, Why can't large brown field sites in Thornton and Fleetwood be used for houses as well as business? Modern businesses do not need large sites for their operations. • Building additional social housing in villages will not address the needs of the peninsula. More social houses in villages should link to evidence of local need. <p>Economy:</p> <ul style="list-style-type: none"> • Agriculture is not acknowledged. • Distinct areas of the Borough need to be recognised, 'the economy of Wyre', para. 3.15 is too broad a concept. • Para. 3.16, identifies chemicals, fish processing and energy as potential growth areas. SHME, however, identifies retail, administration and professional services. Table no. 2.2 says manufacturing and energy are the most likely growth sectors. Confusion casts doubt over validity of claims. • Deprivation in urban areas should be a priority. • Land based occupations should be promoted. Rural settlements need some housing growth to remain viable but they should not grow to meet the needs of the Borough as a whole.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>Natural Environment:</p> <ul style="list-style-type: none"> • Para 3.23 implies that land covered by environmental designations might not continue to be protected. It is vital that the present level of protection continues. • Para 3.24, Best quality agricultural land should be safeguarded and only be relinquished where needed on the edges of settlements. • Conserving the natural environment is important if tourism in Wyre is to be promoted. <p>Climate Change:</p> <ul style="list-style-type: none"> • This should be the basis for all development scenarios to which the sustainability test should be applied. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Infrastructure provision will be key to sustainable development. • It should be developed in parallel with development. • When will the infrastructure plan be available?
933	Yes	<p>Concerns</p> <p>Duty to co-operate:</p> <ul style="list-style-type: none"> • Little consideration is given to how the issues overlap with issues facing neighbouring authorities. • It is important to demonstrate that the duty to co-operate has been met fully. <p>Objectively Assessed Need:</p> <ul style="list-style-type: none"> • SHMA 2013 is referred to, housing projections should be updated to include latest household and economic projections. • An OAN (Objectively Assessed Need) should inform the development strategy. • There should be an alignment between the number of houses to be delivered over the plan period and the plans aspirations for economic growth. <p>Greenbelt review:</p> <ul style="list-style-type: none"> • A strategic greenbelt review is required.
937	No	<p>3.5 Greenbelt must be protected. The Local Plan should not undermine its own greenbelt designation.</p> <p>3.13 There should be sufficient brownfield land for the short/medium term.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>3.16 Demand for employment sites in Garstang and Catterall should be a key factor to setting a Local Plan.</p> <p>3.26 development should be promoted where minimal impact will be felt regarding climate-change issues. Flood risk areas should be avoided as a priority.</p> <p>3.27 Housing in flood risk areas are very difficult to insure and will create localised flooding problems. This is unsustainable. Loss of greenfield sites in urban areas will have a much larger impact than in rural areas.</p>
938	Yes	No comment
944	Yes	Calder Vale has severe parking issues which need to be addressed.
945	No	<p>Issues such as infrastructure – health and education – if looking to increase the capacity of these areas.</p> <p>A6 is not sufficient to cope with the increase in traffic, particularly at the Broughton roundabout. The by-pass will not help. Public transport is poor and expensive.</p>
946	Yes	No comment
948	n/a	<p>Key issues</p> <ul style="list-style-type: none"> • Housing should suit local needs, i.e. affordability and accessibility for the elderly. • Winmarleigh and site IO_80 could supply the type of housing needed subject to viability. The site would form the hub of future village growth so long as suitable phasing could occur. • There is also a need for employment and suitable associated sites.
949	n/a	<p>Note that the emerging evidence base has identified that there is a deficiency in Green Infrastructure in certain places and that the Local Plan aims to address this.</p> <p>However, it is not clear if there are other key environmental issues that have not yet been identified through the emerging evidence base.</p> <p>Would expect biodiversity and geodiversity, soils, priority habitats, ecological networks, protected species to be covered under the heading of the natural environment.</p> <p>Agrees that climate change and flood risk should be a key issue in the Local Plan.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>Infrastructure - no mention of footpaths and cycle ways in this section which perhaps should be considered as a key issue in order to reduce the need for car use.</p> <p>Other key issues may include: coastal issues, air pollution and water quality, the extent to which these issues have been considered is not clear.</p>
952	Yes	<p>Planning policies must guard against the unnecessary loss of valued facilities. Existing services and facilities must be retained and able to benefit for the benefit of the community (NPPF).</p> <p>Well-being is more than access to playing field and GPs. Cultural and social wellbeing should be included in the decision making process (PPG).</p> <p>Provision of a variety of community infrastructure and cultural facilities are vital and should be promoted in the Local Plan in order to safeguard against being replaced by more lucrative developments.</p>
953	Yes	<p>Matter of concern Anticipated levels of housing and employment land required to be identified are not yet given</p>
955	Yes	<p>3.3 - The numbers of people at retirement age should be included to help determine the extent of the issue? Type of housing considered to be suitable for the elderly should be defined.</p> <p>3.4 – delivery of sustainable sites should be stated as a priority over release of greenbelt and unsustainable sites.</p> <p>3.13 – Higher density housing may not provide for housing need or demand.</p>
956	No	<p>A585 is at capacity and cannot support any additional traffic - as proposed in Option 1.</p> <p>The importance of greenbelt on the FCP should not be underestimated. A review should be undertaken on the FCP to assess the merits of designating additional greenbelt.</p>
957	Yes	No additional comments submitted.
958	Yes	No additional comments submitted.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
959	Yes	No additional comments submitted.
960	Yes	<p>Key Issues: Local Plan must deliver the homes people need and in places they want to live. The Growth strategy must balance regeneration in some areas, whilst addressing housing need and affordability in rural areas.</p> <p>Constraints:</p> <ul style="list-style-type: none"> • Internationally recognised habitats, protected landscapes and areas of townscape importance; • Coastal and fluvial flood risk; <p>Issues and opportunities in adjacent districts should be included.</p>
962	Yes	<p>Rural areas rely on the ability to maintain employment and housing for younger people. Older people living longer and staying in their homes longer.</p> <p>Needs to be appropriate development - cumulative effects on local highway infrastructure – including the moss roads - need taking into account especially the ability to support heavy vehicles. Notes numerous existing businesses served by HGVs. Little weight given to the concerns of residents about the impact of such vehicles on the moss roads and on local residents and businesses.</p> <p>Out Rawcliffe is predominantly good quality farm land. The Parish Council welcomes employment opportunity and recognises its importance for sustainability. However it needs to be compatible with the existing landscape and ability of the infrastructure to cope.</p> <p>Issue of development of small stables by people from outside the area which is increasing vehicle movements and having a negative impact on the visual amenity and local livery businesses. Cumulative impacts are not taken in to account.</p> <p>Wish to see business that are compatible with rural areas.</p> <p>Issue of impact of development on drainage and maintenance of dykes and ditches.</p> <p>No public transport access. Therefore any development needs to take into account the already oversubscribed moss roads.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		The council need to take advantage of rural knowledge and expertise which often is ignored.
964	Yes	<p>The following points are underemphasised:</p> <ul style="list-style-type: none"> • The need to maintain and proportionately increase the size of settlements to meet local employment, development and service needs. • Smaller dwelling are required and can be met through subdivision of existing dwellings. • The council may not control key infrastructure components, nevertheless it should show stronger leadership in guiding infrastructure providers through making planning decisions contingent on the provision of, for example, additional medical or educational facilities in set locations. • If the Plan anticipates future development, this will drive and provide transport infrastructure opportunities as opposed hanging development on an existing framework. • The changes in demographic profile could have disastrous implications for housing and employment.
974	No	<p>Wyre Borough Council has an enviable location with its coastal and countryside character, however, due attention has not been given to the issues faced by tourism. Wyre is currently located 167th for tourism but has grown considerably over recent years.</p> <p>Key issues for tourism:</p> <ul style="list-style-type: none"> • Attracting tourists all year round. • Developing visitor and tourist attractions that complement offers at the main tourism centre on the Fylde Coast, Blackpool. • Ensuring that Wyre’s distinct offer is identified and promoted. • Encouraging and enabling continual improvement to facilities, attractions and accommodation to ensure the ‘offer’ is maintained and enhanced. • Ensuring that the spatial strategy for housing and employment growth aligns with maintaining and promoting attractive tourist facilities. • Protecting tourist accommodation and facilities from the harmful impact of unsustainable uses.
980	No	<ul style="list-style-type: none"> • Housing - Need to plan housing for an ageing population – e.g. small one-level integrated housing with adequate medical and support services available. • Sustainable development - Needs to be a sustainable balance in community size between too large (loss of character, traffic and access to amenities issues) and too small (closure of amenities). • Questions whether or not it is possible to develop Green Belt to prevent developments merging into each other. • Questions whether or not policy can prevent hard standings being built (hence preventing run-off into the drainage system). • Transport – A6 nearing capacity. More development will produce a bottleneck. Small and narrow rural roads will not support large traffic

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		movements. Supports development of a train station in the east of the borough as a way of addressing these issues. Cycle lanes should be developed to encourage cycling and reduce carbon footprint.
981	No	Two key issues have been omitted – ensuring viability and deliverability (flexibility should be built into emerging policies), and planning strategically across local authority boundaries.
985	Yes	Key issues addressed.
989	n/a	<p>Would like to see reference to the contribution housing makes to the wider economy (also applies to the spatial portrait.) Unclear why table 2.2 suggests that the potential for future growth in construction is low.</p> <p>Little emphasis on the need to increase the delivery of market housing.</p> <p>Agrees that a greater mix of housing will be required in the future but recognises that this will mean increased rates on greenfield land.</p> <p>Would like to see a flexible approach to density to enable developments to respond to local character and matters of viability and market needs.</p>
995	n/a	<ul style="list-style-type: none"> • Recognises the need to attract commercial and residential development in order to retain younger people and avoid unsustainable patterns of development and decline. • Need a more explicit recognition of the need for a flexible approach to the future of Fleetwood Port which will involve re-developing some of the Port land for sustainable uses and in turn boost the local economy and support regeneration. Accept the need to reference the continued retention of other land for Port related activities. • Housing section overly focuses on affordable housing as opposed to the overall Objectively Assessed Needs (OAN). • Need to be clear about attracting investment to Fleetwood, especially specific opportunities within the Port. Although there may be limited opportunities to expand the town centre of Fleetwood, this does not mean that there are limited opportunities to attract investment as stated in the document. • Should reference the fact that development in areas of flood risk can be developed subject to the necessary tests.
996	Yes	<ul style="list-style-type: none"> • Schools/education should be mentioned alongside other services. • Recommend that regard is had to the Flood Risk Vulnerability Classification when allocating all sites. • Should be a reference to Mineral Safeguarding Areas and need to have regard to the purposes of such in allocating sites.
1,002	Y partly	The council should welcome and support proposals for the sub-division and conversion of existing buildings and support smaller infill sites

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		<p>rather than large scale extensions to settlements.</p> <p>Supports a review of the Green Belt and release of some land for development to boost the local economy in the peninsula – an area well placed for growth in terms of access to services and facilities compared to the more rural parts of the borough.</p> <p>Growth should be proportionate to the size, scale and character of the settlement within which it is proposed to take place.</p> <p>Large scale residential development in areas of limited infrastructure capacity is contrary to the NPPF. Where development takes place, infrastructure such as education and healthcare provision must be put in place first.</p> <p>High density developments in a rural setting is contrary to recognised design standards and guidance.</p> <p>Attracting new businesses should not be to the detriment of existing businesses.</p> <p>Garstang, Cloughton and Catterall form a gateway to the Bowland AONB. Growth should respect this setting and not allow settlements to merge. Growth should be focused on Garstang and any additional development contained within each settlement. All growth should be proportionate.</p> <p>Current service and facility provision is woeful in the east of the borough. Feasibility study into the provision of a railway station in the east of the borough would be supported.</p>
1,005	Yes	<p>The section under ‘Housing’ (paragraphs 3.10-3.14) should highlight the socio-economic need for and benefits of facilitating more larger executive-type / aspirational housing in the borough in order to attract more inward investment/economic development, and thereby reduce out-commuting to Preston and other centres outside the borough.</p> <p>This section also needs to state that in light of the latest Strategic Housing Market Assessment (SMHA), the Council is unable to demonstrate a 5 year deliverable housing land supply and therefore current Local Plan policies which restrict development in the countryside (e.g. Policy SP13) are out-of-date (in accordance with the NPPF).</p> <p>Therefore, the Local Plan needs to take a positive approach to allowing more housing on the edge of settlements / in the countryside.</p>

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
1,012	Yes	Important that regard is had to matters such as the natural environment, climate changes and flood risk and also that considerable importance and weight is given to the potential impact on the setting of heritage assets (referencing the Bramwell Manor Court of Appeal case.)
1,013	Yes	<p>Key issues in relation to the highway network and issues such as congestion and dispersed settlement pattern are acknowledged.</p> <p>Appropriate reference should be made to A585 recent improvements (Windy Harbour junction and Bourne Way to West Drive Widening), planned improvements (Windy Harbour to Skippool) and general Highways England commitment to improving conditions along the A585.</p>
1,015	No	<p>Need to clarify the rationale for securing a future for Fleetwood Port – if because of the potential for leisure related activities this should be stated.</p> <p>Note that in some cases greenfield sites offer the potential for more sustainable patterns of development.</p> <p>Note that areas not subject to flood risk should be the focus for site search opportunities for Gypsies and Travellers. Note that viability and public support can be enhanced when part of a mixed use scheme that includes commercial uses.</p> <p>The east of the borough would benefit from new allocations for employment uses.</p> <p>New development should be seen as an opportunity to meet the needs of the local community.</p> <p>Consideration needs to be given to the fact that current infrastructure constraints should not be a constraint to development – it is important that the plan includes policies and proposals for improving infrastructure and, in terms of the A6 corridor works to deliver the full potential. Could include a new motorway junction and rail stop.</p> <p>The plan needs to recognise the potential for minerals and energy development with related activities and linked industries.</p>
1,021	n/a	Development at Nateby should be proportionate and in keeping with the character of the village. If housing is built to accommodate a significant increase in the elderly population there will have to be a significant increase in infrastructure.
1,022	Yes	No additional comments submitted.
1,025	Yes	Essential to keep the Green Belt to prevent urban sprawl and to protect areas of outstanding beauty to retain Wyre’s character and encourage

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7c - Issues and Options 2015 Consultation – Matters Raised - Question 2 - KEY ISSUES

ID	Agree Yes/No	Matters raised
		tourism.
1,026	No	<ul style="list-style-type: none"> • Without significant improvement to road infrastructure development is not sustainable. • Green areas being decimated – impact on health and wellbeing, including that of children.
1,027	No	No additional comments submitted.
1,033	Yes	Key issues covered.
1,034	Yes	Key issues addressed but should be more focus on retirement housing which would be of great benefit in the Garstang area.