

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

Issues and Options 2015 Consultation – Matters Raised

Question 7 – Sustainability Appraisal

ID	Main Matters raised
16	Appreciate what the council has to do. No further development in our small village. Could possibly sustain 10-15houses maximum. These should be share equity houses rather than affordable housing as people work hard to live here and affordable housing can bring an unpleasant element.
27	There must be proper regard to farmers who may wish to change their farms to meet the current demands of retaining family members to ensure the long term future.
53	Why is the Sustainability Appraisal Document not within this content area? Pleased to see that attention is given to education/training within the Borough. Begs the question of where are all the local school places going to come from? Many are at full capacity.
59	Document deliberately confusing. WBC is being unfair not making it available for all. WBC making engagement of residents difficult.
63	Underestimates impact of further development in Wyre and indicates Option 1 is not the right one.
67	With regard to FCP, major development will result in: Major traffic, transport and access problems. Extra strain on amenities and facilities. Extra pressure on water and sewage. Greater flood risk. Loss of Greenfield and Greenbelt sites. Impact on biodiversity and wildlife. Air quality. More greenhouse gas emissions.
70	Why WBC considering building in gas storage area.
72	No to option 1 – health and well-being of children will be affected in the future.
84	Haven't read this. Feel it should have been included in this. Was difficult to find.
90	See response to question 2
92	Barton Issues - Road access onto Garstang road area which is at capacity. Impact of recent and newly proposed development on traffic generation and access points unsuitable. Result will be to change the whole character of the Barton area.

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97	More weight should be given to green infrastructure in the form of a separate objective. Specific comments:P16. 'There will be better standards of health and wellbeing resulting from improved access to healthcare and increased take-up of the many opportunities for recreation'. Add: fully functioning affordable transport network throughout the borough. P17. The development required to ensure the long term sustainability of Garstang and (my italics) our other rural settlements will have taken place in a manner which does not have a significant detrimental impact on the natural environment or the character of these settlements. Garstang should be included! Comparison of different Options at end of document is useful. Connectivity of Poulton is referred to, but again the car is assumed to be main transport for individuals. Needs to be more forward looking, e.g. recognise need for improved provision for cycling/walking/affordable public transport.
98	No comment as it is a huge document although does look very comprehensive.

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106	<p>The Appraisal identified many of my criticisms of the Local Plan, but contained some worryingly incorrect or misleading statements, in particular, on page 25: Option 2 On the whole Option 2 scored well against the social and economic SA Objectives. Concentrating the majority of growth to the A6 corridor would not only ensure housing meets local needs but may also contribute to improving barriers to housing deprivation – the Garstang area has the most significant issues in relation to limited housing choice and affordability (conversely also has a strong housing market with the highest levels of viability). It is hard to see how housing in the east of the borough can contribute directly to localised need on the Fylde coast. Bus services are inadequate (infrequent, slow and expensive, & not direct to all parts of Wyre) & roads are slow & prone to peak hour congestion. People who need homes in the west of the borough will be required to make difficult, long and expensive trips to work, in most cases by car, if also employed there. As many people in Wyre work, study & rely on hospital & other services outside the district, & as the Local Plan does not provide sufficient information on travel to work from & between the various parts of the borough, meeting market led demand for residential property is not the same as meeting local housing need in a way that minimises environmental impact or resource use. While the testing of the Local Plan’s performance against various criteria is rational, there is little evidence that the Sustainability Appraisal techniques adopted have drilled down to identify how the plan might advance sustainability objectives or protect key environmental assets. There is no consideration of the nature of the ‘product’ provided by the volume house building sector & little discussion of how planning might help facilitate genuinely local, less car dependent & more efficient, lifestyles & working practices. It is assumed that the economy will carry on much as today. Some environmental & cultural assets are recognized, but the appraisal is not firm enough in its testing against various criteria. In particular the plan does not do enough to demonstrate that its provisions will meet local housing need, provide for sustainable access to basic goods, services & needs across the whole area of the borough, deliver urban renaissance, protect & enhance biodiversity, landscapes & townscapes. It is also weak in its interventions to ensure the sustainable use of natural resources, which should go beyond already normalised aspects of good waste management. At very least this should address the sourcing, performance & other practices of the construction industry that the plan seeks to direct. A more ambitious sustainability appraisal would identify additional ways for the Local Plan to enhance & protect Wyre’s environmental assets, & use its planning power to integrate transportation, land use & economic activity in ways that minimise impact & maximise opportunity. Some indication that development is sought that performs better than average, that makes best use of each individual site & which offers investors freedom to do the exceptional would let this plan do better than just pass a weak form of assessment, & so meet the test of more rigorous interpretations of ‘sustainability’.</p>
113	<p>The Sustainability Appraisal was not supplied with the received copies of the Wyre Local Plan Issues and Options document and has therefore impeded consultation. General comment - it would be helpful if both documents contained a reference section in the Appendix.</p>

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ID	Main Matters raised
114	The SA doesn't fully addresses the issue of the FCP connecting with the rest of the country. As such success in attracting businesses to the FCP against competition from much better placed Preston cannot be a foregone conclusion. The SA mentions the risk of Option 2 attracting Preston commuters, but the FCP already has 20,000 people commuting to other areas. Apart from the above the SA report seems to be reasonably objective, fair and accurate.
131	It provides a good overview of the local plan.
136	No good going ahead without agreeing a working strategy with support partners like the NHS, Education Authorities, transport providers, Police, etc. Having struggled to complete and understand this lengthy document and response form I feel it is totally unfair to expect the good folk of Wyre to complete it satisfactorily. Was it designed to be difficult to avoid any unwanted comments; is there a hidden agenda from some of our councillors?
139	No objections subject to infrastructure being delivered before development takes place.
151	The SA highlights the problems associated with further large scale development on the Peninsula. Garstang/A6 is the most sustainable option.
153	The planning department do no live in the Wyre area or do not care about what the people think.
155	There are no shops. Infrastructure at their limit. School almost at capacity. Should remain as agriculture land. Lanes are narrow, no footpaths and dangerous for walker and children who cycle.
161	Not in the Issues and Options document. Seems like an afterthought.
166	Government policy promotes a sustainable rural economy.
168	If need 9,000 houses – impact on roads, hospitals, doctors. Unclear where the jobs will come from. Issue of the gas storage permission at Preesall and in the impact on the area and its attractiveness of the area as a place to live.
185	More houses in Thornton would have a serious impact on services and wildlife. The peninsula would have a very high risk of flooding. Would people want to move here now there are plans gas storage over the river and the area could be a potential terrorist threat?
193	All three options have a significant environmental effect on Garstang and Cabus and compromise Garstang's unique heritage, market town which supports rural communities.
198	Generally underestimates the severity and dismisses undesirable impacts of future development.

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207	Fylde Coast Peninsula Poor transport links, high flood risk, little space to build on. Where will extra schools, doctors, green spaces be? Businesses only invest once A585 problems solved. Tramline only benefits Blackpool transport. Figures from 2012 proposal show 86% housing in peninsula and 14% rest of Wyre.A6 corridor Vast open spaces suitable for development with good links to motorway (maybe new junction) and railway (new station). Local Plan and response form hard to understand.
208	Fleetwood/Thornton area has little space, very poor transport links. Building on sites is not good for health and well-being (objective 4). Services are squeezed. Businesses might be tempted if motorway link. Land adj. A6 more suitable and nearer to potential businesses.
214	Don't appear to have supporting document, therefore can't comment.
215	Generally underestimates the severity and dismisses undesirable impacts of future development.
216	Generally underestimates the severity and dismisses undesirable impacts of future development.
217	Site IO_33Building on this site would be disastrous for roads, schools and medical centres. Poulton has very poor air quality due to traffic. Mornings and evenings it's quicker to walk than drive on Hardhorn Road. Where are people going to work? Lancashire must address empty properties first. Some residents only aware of consultation 24/07/15 which is not a good start.
219	Nateby has no infrastructure (incl. Gas). L.P. devalues farming community and local area. Disapproves of developing green field sites. Instead development should be directed towards Garstang where there is existing infrastructure.
221	Whilst it covers most of the important issues, it ignores the impacts that will arise from future development in West of Wyre and FCP
222	Whilst it covers most of the important issues, it ignores the impacts that will arise from future development in West of Wyre and FCP
224	IO_132, There is no requirement for additional development here. Barton Heath via Preston CC and two other sites would be more suitable for development.IO_130 No safe way to provide junction at the A6 for this site.IO_131 Land owner is not interested in selling. Transport issues on A6 would need to be considered. Health care provision will be required, i.e. dentists, doctors etc.
243	All proposed buildings, no matter where they are built, should be as eco friendly and self sustainable as possible. The technology is widely available to make this happen.

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260	High numbers of houses are being built in the Freeport area; therefore, additional development of Greenfield land is in opposition to the NPPF. Against development of housing without business incentives. Firmly against option 1
263	No additional comments submitted
264	Social and low-priced housing needs to be built (i.e. 2 & 3 bedroom properties). Adequate bus services will be required. More community facilities will be required.
270	Traffic has increased greatly over the years.
272	Brown field sites should be preferred and would not affect houses.
275	IO_33 Existing roads are in poor condition and will collapse under additional strain. Been unable to get Station Road, Hard Horn Road and Woodlands Drive improved over past 20 years... how will they cope with more traffic? Hardhorn Road and Hard Cross road experiences long queues into Poulton.
282	We employ councillors to look after our interests and wishes and hope that this project will be wholly rejected.
286	Not readily available without internet access.
290	The sustainability case argues strongly for Option 2 and against Option 1.
297	Issues are covered but understated. Ignores issues which will arise from future development in the West of Wyre. Private transport is overly relied upon. Additional developments will exacerbate transport problems. Development will not bring more business. Where will people safely be able to ride horses? If people are to be active the amenities will need to be delivered. Stanah Country Park must be preserved. Housing has permission on brownfield sites. This will be undermined if permission is given for greenfield sites.
303	Does not adequately address many of the objectives of the Sustainability Appraisal. A review should be undertaken and the Local Plan amended so as to give a greater prospect of achieving more of the targets set out in the Sustainability Appraisal.
306	All that is required in the villages is sensible provision of small bungalows for the ageing population, not 250 plus houses.
307	Option 1 is undesirable because it understates and ignores many of the impacts that will arise from future development in western Fylde and the FCP in particular.
309	Option 1 is undesirable because it understates and ignores many of the impacts that will arise from future development in western Fylde and the FCP in particular.

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311	Visual impact of houses bordering IO_33. Impact on character and price of existing houses. Increase in traffic travelling into Poulton. Very bad plan.
314	Local Plan: Poorly thought out. Lack of consideration for local residents’ and the affect on local lives. Concerns: Prime agricultural land will be lost to concrete development. There must be brown field land in the area which needs developing. Poulton will lose its ‘olde world’ small village charm and become another soulless town. Traditions will be lost and public will no longer be attracted to the area and trade will suffer. Narrow roads in Poulton are at capacity and despite plans to reduce traffic flow problems, problems will not be eradicated. Existing problems will be exacerbated to gridlock by additional vehicles in the Woodland Drive area. Proposal will lead to increased delays, accidents and parking problems. If the authorities are unable to cope with existing road problems they will not be able to satisfactorily cope with this massive addition to traffic. There is a shortage of school places in the area. An increase in class size will reduce pupil control in the classroom and standard of education will suffer. Shortage of school places and influx of new families will require additional schools to be built or existing schools to expand. Health services are under severe stress and should therefore reconsider their plans. Orchard Avenue is on a floodplain and is unsuitable for additional housing. Concrete and development in this area will further exacerbate the ongoing problem with flooding in the area. Wildlife and habitats require special consideration. Numerous wildfowl (incl. 2 pairs of nesting birds on the protected species list) use land designated for development during migration for different periods throughout the year. Bats are seen in the summer and Owls are heard all year round. The area is beautiful and must be protected.
321	Although it covers most of the important issues it generally understates the severity of, or even ignores, many of the adverse impacts that will arise from future development in west of Wyre and FCP in particular. This may well be because the authors have spent little time in the FCP to understand the real problems past overdevelopment has already caused. The SA results shown in Table 5-1 are clearly flawed, probably for this reason. Do not agree with the assertion is several places that it includes for a cautious approach. In some cases its optimism is unbelievable - Paragraph 1 of 5.2.1 states Option 1 development largely focussed to those areas exhibiting highest levels of deprivation.... the residents of Stanah, Pheasant Wood, Cleveleys Park and those parts of Poulton earmarked for housing will surprised to see their areas described in such a way. The comment in paragraph 4 is even more incredible as it fails to understand the simple fact that the problems caused by past overdevelopment has deterred inward investment and the hoped for new jobs at Hillhouse and elsewhere in the FCP. The comments in section 2.2 of the SA highlight the importance and multifunctional benefits of green infrastructure, benefits that will be lost to a lot of FCP residents if Option 1 is chosen. The SA also highlights many more of the matters that make Option 1 undesirable. Specifically Option 1 will not allow SA objectives 3, 4, 5, 6, 7, 8, 9, 11, 12, 13 and 14 to be achieved.
339	Unsustainable. No A585 relief road or a rail link. Totally untenable.
341	Sustainability appraisal is not readily available so unable to comment.

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350	The document needs to reflect views put forward during the review of the Issues and Options Paper. Table 2.2 objective 5 – the target should say “Reduce congestion” not “Reduce growth in congestion” as the latter suggests increasing congestion is okay!
353	Proposals for listed sites will have a very negative impact. Poulton town centre still has a very Olde Worlde feel and mustn’t be gradually taken away.
355	Rush hour traffic in Poulton is a bottle neck at peak times. There are several protected species around Hardhorn. Levels of secrecy combined with lack of transparency of plans during election time implies a hidden agenda.
356	Poulton would be ruined by additional housing. The centre is not huge but is busy in the evenings and would get worse with additional housing and people on nights out. Green areas would be a thing of the past. Endangered species such as Lapwings should be protected and wildlife protected as opposed to extinct. Traffic is already bad at certain busy times; additional housing will make it horrendous. Poulton as we know it would no longer exist, building around the A6 would be much more sensible for traffic, employment and towns that can cope with more people.
357	Area should not be developed due to excessive amount of traffic on Hardhorn Road, Longhouse Lane, Fairfield Road and surrounding roads which are busy at peak times and dangerous. It would be detrimental to wildlife. Area must be protected. Visual impact of such a large scale development would be too overbearing and affect the character of the area, i.e. Woodland Drive. Wyre Borough Council must not allow this land to be developed.
358	Wildlife (incl. Lapwings and Mistle Thrushes) reside in this field and are on the severe endangered list. Poulton must keep its character. Against housing estates being built on beautiful surrounding fields. Massive increase in traffic volume. Flooding may become an issue with additional housing.
359	Poulton is an amiable town with a friendly character and ‘old world’ feel and mustn’t be lost to major housing estates. There is a lack of facilities and employment opportunity for this type of development in Poulton. Use of Lancaster Road should be favoured for its access to other cities.
362	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. 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.
364	No discussion of the inadequate transport infrastructure or the dysfunctional nature of the housing market.
365	Local Plan ignores impacts of future development in Thornton.

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381	Covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular. Too little green land for children and adults alike to explore and the Stanah area and other areas around Thornton are precious and should at all costs be protected. Garstang however is on the A6 corridor and enjoys plenty of open spaces, close to motorway junctions, main roads in and out of the area and development should be pursued in that area.
386	The Local Plan acknowledges growth of the 75+ age group and yet encourages large-development geared towards younger families. It does not acknowledge non commutable distances and congestion.75+ are more likely to rely on public transport. People want to live close to work and amenities. Valued, distinctive open land will be lost to homogenised settlements. Document is thorough and accurate but bleak. It should seek to preserve the existing communities and countryside. Land with planning permission isn't being developed (Royal Oak, Poulton – Gazzerts Farm, Highfurlong – land off Tithebarn Street, Poulton) Option 3 is wrong to disperse disproportionate development borough-wide. Option 2 provides links with employment.
397	Impossible to locate the sustainability appraisal and thus, unable to comment.
405	Transport, health, schools (primary and secondary), car parking off road spaces, green open spaces, recreational areas and facilities, and employment areas to enable residents to earn a living all seem to be concentrated in option 1.
407	It's not sustainable
408	Does not sufficiently address the impact of development in the FCP option in particular. Strategies are unrealistic and unachievable. Sacrificing greenbelt will not achieve a thriving industrial and commercial area. There simply isn't the space or the infrastructure.
409	Document was invisible at public consultations. People did not have opportunity to study and respond.
410	A6 is preferable. Elsewhere already suffers from congestion. Lack of schools, doctors and dentists.
413	Option 1 IO_33:Encroaches on greenbelt and prime agricultural land. Rich in wildlife (buzzards nesting in Brockholes Wood, mistle thrush and bats by Fairfield Road and Woodland Drive),Pathway from Station Road to Poulton was used by the Romans. Brockholes Wood is the site of an Iron Age Fort. Option 2A6 corridor focus puts pressure on A6 and adjoining rural roads would need to be alleviated.
417	Local Plan ignores impacts of future development in Thornton.
418	Poulton is already crowded. Roads are gridlocked.Loss of wildlife (Incl. lapwings on Woodland Drive and deer).Visual impact of residents is totally unacceptable on Woodland Drive.

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424	The site cannot support any more traffic. Poor housing has already made some property in the area unsellable. Care should be put towards existing properties instead of simply building new ones.
427	Concerned about lack of communication, particularly residents on Woodland Drive.
442	The proposals regarding development on FCP underplays the impact on that area. There is a need for additional schools, medical centres and businesses to accommodate the influx of new people.
474	The document is difficult to follow – particularly with the inclusion of acronyms. Page 29 of the report includes the details of areas that experience significant levels of flood risk – the list of areas should also include Hambleton.
477	The SA covers many important issues but understates the severity of or even ignores many of the problems that will arise from future development in West Wyre and Fylde Coast in Particular.
488	Does not take into account many of the impacts that will arise from future development in West of Wyre and the FCP. Option 1 cannot provide sustainable employment due to the local infrastructure and lack of public transport.
489	Covers most matters but does not take into account many of the impacts that will arise from future development in West of Wyre and the FCP.
491	This development will take away pleasure of walking up Raike’s Road, Lambs road and along the River Wyre Estuary.
492	Development could ruin a beautiful area of the Fylde Coast.
509	Whilst it covers most issues, it ignores many of the impacts that will arise from development in West of Wyre and FCP.
513	The impact on IO_80 area has not been fully thought through, there are too many infrastructure road improvement requirements, lack of adequate public services and limited utilities to make any large housing development acceptable. Any development other than limited and in proportion with the existing village would have a negative impact of the current character and its residents.
518	Whilst it covers most issues, it ignores many of the impacts that will arise from development in West of Wyre and FCP. Further housing will squeeze out any remaining green accessible areas, and remove access to the surrounding countryside. No way to make minor roads and A585 fit for the amount of traffic these homes will generate. New roads will help but bottleneck traffic. A new town with optimum roads, aesthetics, travel links, infrastructure, access to employment and room to expand makes sense.

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520	Option one is undesirable because it understates and ignores many of the impacts that will arise from future development in the West of Wyre and FCP.
538	Understates the potential impact from future development in the area.
561	All the options outlined within the plan and sustainability appraisal involve at least moderate development on many of these green spaces in the Thornton area. Building on these areas means the area will become less attractive to professionals who may have young families. Problem of finding jobs that exist within the same area. The transport links out of the area are already insufficient to meet the needs of the people living within the area. Garstang seems like a much more sensible location for a new development particularly if for example the M6 or West coast mainline was more easily accessible from there. In terms of the number of houses being proposed in the area it seems far in excess of the future demand for housing. The office for national statistics states the expected increase in population for the area to be 6000 people in the next 10 years so 9000 houses seems excessive. Even if it is believed that there is currently a housing shortage in the area (which seems unlikely given the current state of the housing market in Thornton) and that each house will only be used by one person it seems excessive.
563	This is unnecessary development of an already overpopulated area and should be rethought. Suspicious of motives behind the proposals. The comment/feedback process is deliberately difficult to deter people and keep feedback to a minimum.
567	Most of the important issues stated are supported. The severity of the effects caused by future development is understated, particularly in West of Wyre and FCP. Unless there is a reduction in congestion then no development can be called sustainable. Highways issues: few bus services, lack of parking at Poulton train station, roads are unsafe for cycling, further monitoring of speeding is required, and cars are inappropriately blocking pavements.
568	Whilst most of the important outcomes are covered, it understates the severity, or even ignores, the impacts that will arise from future development in the rest of Wyre and FCP.
569	The impact of development in West Wyre and FCP is not fully stated. The area will be ruined and become an unhealthy place to live.
575	Whilst most of the important outcomes are covered, it understates the severity, or even ignores the impacts that will arise from future development in the rest of Wyre and FCP (incl. flooding, lack of employment, loss of greenspace, traffic congestion).
578	Local Plan ignores impacts of future development in Thornton.
578_1	Local Plan ignores impacts of future development in Thornton.

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581	Option 2 – least impact upon greenbelt land and any loss would be less significant in than in the more populated areas. Motorway and A road access is much better away from the coast. Commuters would encounter pinch points where they can access alternative routes. Garstang corridor can sustain an influx of new residents better than the FCP which has an influx of tourists and visitors impacting upon the traffic systems. New housing close to Garstang may also help the town to diversify its economy, support rural services and act as a gateway to the Trough of Bowland for tourists.
582	Employment levels on the FCP are low and people tend to travel further afield for jobs, so why increase housing in an area which is already saturated? More suitable locations should be found.
582_1	There is a lack of employment on the FCP, therefore, many residents of Fleetwood, Cleveleys and Thornton already travel out of the Borough via the A585 to the M55. Additional housing in Thornton will aggravate existing congestion.
583	Whilst most of the important outcomes are covered, it understates the severity, or even ignores the impacts that will arise from future development in the rest of Wyre and FCP (incl. flooding, lack of employment, loss of greenspace, traffic congestion).
584	Whilst most of the important outcomes are covered, it understates the severity, or even ignores the impacts that will arise from future development in the rest of Wyre and FCP (incl. flooding, lack of employment, loss of greenspace, traffic congestion).
587	Access roads to all sites are an important and expensive consideration. Release of Bonds Lane and its approach roads from use by heavy vehicular traffic.
590	Doesn't remember hearing about the sustainability appraisal. Was unable to access the document as the closing date was the 4th of August. Most of the community in the areas mentioned in the Local Plan don't understand the consultation process. There has not been enough information or publicity. Parish councils should have been strongly advised to hold widely advertised meetings. Most neighbours are unaware that the consultation has taken place. Parish councils must inform residents of the ongoing process. Language used must be accessible to all.
591	Responder has not had an opportunity to view the Sustainability Appraisal.
595	A new junction off the M6 is needed as well as a railway station, community centre, modern gym and swimming pool, bigger schools and more doctors and facilities for the present population never mind the future population.
632	Covers most of the important issues but understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular.

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643	Covers most of the important issues but generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular.
644	Whilst it covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular.
645	Covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and peninsula.
646	The sustainability appraisal is not easily available so unable to make any further comment.
669	Whilst it covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular.
670	Whilst it covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and FCP in particular.
680	Covers most of the important issues it generally understates the severity of, or even ignores, many of the impacts that will arise from future development in west of Wyre and peninsula.
687	This question refers to a separate document (the SA) which does not form part of the Issues and Options Document which include Questions 1-6 but not 7. Because of this it will be ignored by most residents. Planners should be making consultation documents ‘customer friendly’. Like the I&O the SA fails to distinguish between areas of the Borough with a blanket statement that the FCP exhibits the highest levels of deprivation. This applies only to certain limited areas. The SA highlights the problems of squeezing more development into the FCP and stresses the advantages possessed by the A6 corridor.

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693	Regarding the need to ensure public transport services meets peoples’ needs – it is clear what those needs might be? Does green space need to have access to it? Ensuring that 50% of new development is within 30 minutes public transport travel of six services would rule out development in mot parishes. Welcome emphasis on first time buyers and affordable homes. Option 1 scores well against the Sustainability Appraisal objectives. Option 2 – significant issues in Garstang relating to limited housing choice and affordability. Facilities and services almost non-existent in the villages around Garstang.
698	Plan needs to clearly state its aims with well thought out evidence for its objectives which should be attained in a more creative way.
700	A6 – no decent public transport alternative to cars. Businesses along the A6 could not access workforce in the west of the borough. Development would only benefit Preston’s population.
705	List of references and citations needed, including the origin of figures used. People don’t want to live in a conurbation. If building takes place on greenfield sites need to increase tree coverage to reduce run-off, absorb sound, encourage wildlife and create a more relaxed green environment.
712	Not part of the summary document. The Plan does not address sustainability
713	Not part of the summary document. The Plan does not properly address sustainability
714	Unable to access the document on the Wyre Borough Council web site.
719	IO_80Little infrastructure in Winmarleigh. Impact of providing the necessary infrastructure on fragility of the village structure and way of life. Options 2 and 3 would ruin the character of the village. Option 2 and 3 would not add to the local environment or provide homes for local workers. Population need is centred around large towns and cities. Very limited public transport. Does not make sense to expand the village by more than 10%.
724	Note shifting patterns of work – more home working and less commuting. Need to re-open the railway between Poulton-le-Fylde and Fleetwood for the benefit of local people and tourism. Work with neighbouring authorities to share resources and solutions. Future development needs improved connectivity – road and rail – and should be funded by the developers.
727	Could not find the document.
743	Underestimates the severity of impacts that will arise from development in the peninsula and west of Wyre.

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744	Underestimates the severity of impacts that will arise from development in the peninsula and west of Wyre.
745	Underestimates the severity of impacts that will arise from development in the peninsula and west of Wyre.
746	Underestimates the severity of impacts that will arise from development in the peninsula and west of Wyre.
751	Underestimates the potential impact of development and how they may be sustained.
752	Underestimates impacts of future development.
753	Underestimates impacts of future development.
781	A6 corridor provides the traffic infrastructure required to support a substantial increase in housing. Fylde coast will not generate sufficient jobs to accommodate influx – will increase commuter traffic.
782	Unable to answer as this question is not in the Issues and Options document.
784	Thornton overcrowded. Away from commuter link and motorways. Let industry come and then provide well thought out housing.
785	Consultation too wordy. Encourages repetitive responses, task of replying too difficult especially for older people. Big business needs to be attracted to the area before the plan can become a reality. Feels like a useless consultation – dream list/wish list. Written to force development into Thornton. Not objective.
786	The SA under-estimates the severity of the impact of more development in the west of Wyre – transport issues, flooding, loss of green spaces, employment, local services, schools and doctors.
787	The SA under-estimates the severity of the impact of more development in the west of Wyre – transport issues, flooding, loss of green spaces, employment, local services, schools and doctors.
788	The SA under-estimates the severity of the impact of more development in the west of Wyre – transport issues, flooding, loss of green spaces, employment, local services, schools and doctors.

Publication Draft Wyre Local Plan Statement of Consultation – Appendix 7h - Issues and Options 2015 Consultation – Matters Raised - Question 7 – Sustainability Appraisal

ID	Main Matters raised
795	Further construction in Thornton-Cleveleys will burden the already busy roads. No extra employment has been generated. Loss of industry in the area and Fleetwood.
796	The SA needs to take into account the requirements of people as human beings. Need sufficient environmental space around us. Crowded populations = social unrest and unhealthy, unhappy communities.
817	Not easily available and therefore impossible to comment.
819	Unable to comment – not easily available.
823	Large influx of new residents to rural areas already on-going - infrastructure and facilities need to be put in place first.
824	Don't build first and then discover what infrastructure is required.
826	Plans often suit developers not the community. Developers not interested in long term sustainability and effects on local communities. Need to make sure local people have a say in major development proposals.
827	Underestimates the severity of the impacts from future development in West Wyre and the peninsula in particular. Option 1 – undesirable – loss of greenfield land, pressure on existing infrastructure including the A585, flood risk.
832	Accept that the sites identified are part of a discussion document. Basis of the figure has been to identify land people want to sell and others develop. Wyre should find out the wishes of the existing population as a starting point to determine future needs as per the North Star consultation. Then to progress those needs/wishes within national requirements. Not to see local objections as a nuisance.
834	Plans often changed to suit developers who do not address the long term sustainability of development and effects on local communities.
835	No more housing in Garstang.
836	Garstang houses not selling. No school places. Road infrastructure is inadequate. Garstang's heritage is paramount.
837	No decision should be made on the community centre ahead of the local plan.
843	Should create parkland and woodland to soften the impact of any new development.

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ID	Main Matters raised
863	Underestimates severity of impacts that will arise from future development in East Wyre and FCP specifically. FCP is at capacity and plans to develop it will not be sustainable in reducing deprivation in other parts of the FCP. Additional pressure on road network, people’s lives and health. New town would be more sustainable.
901	Existing major applications have not been supported by planners or the community. Council Head acknowledges that schools, doctors and dentists are all full. Local planning applications have been refused due to lack of parking.
903	It appears Pilling will only be allowed affordable housing. Community will become a ghetto for the most vulnerable and no provision for health services, public transport or transport. Under what circumstances will Pilling see housing development? Will market housing be considered? Flooding issues have been recognised. Permission has been granted for numerous housing developments. Will these be included in calculations for meeting government targets? Broadfleet Close to the rear of School Lane down to Stakepool Drive should provide housing for an aging population.
908	The strategy affects environmental sustainability.
909	Sustainability of Option 3 has not been considered in detail. Most of the small rural areas referred to have insufficient facilities (incl. suitable roads, schools, doctors, employment, shops). Traffic will therefore increase with people travelling out to meet their needs.
916	Developments are far too big for an area like Garstang.
921	Options 2 and 3 are a threat to a distinctive way of life. Further development of Scorton is unsustainable. Economically successful industries (tourism) will be put at risk if landscape assets are lost. Sensitivity towards the environment is required. Small communities will be hollowed out by suburban values. Further sites in Scorton should not be developed with the exception of infill sites and developments of 2 dwelling at a time.
922	All options scored negatively against SA. This should be addressed. Potential of greenfield and agricultural land in the spatial options to be linked to Morecambe SPA and RAMSAR site is mentioned, however, the SA falls short of emphasising how important this is. Areas and associated species must be protected at all costs. To have allowed the disappearance of the Hen Harrier for the Bowland Fells AONB is a disgrace. Conservation measures to restore these birds to the fells should be given high priority.SA covers most of the important issues but understates the severity of impacts of potential development on highways, communities, biodiversity and environment. Protection of biodiversity, habitats and the natural environment should be paramount and robustly stated. The attempt to ensure sustainability is applauded, however, the plan-making process and decision-taking process only pay lip service. Wyre BC has the opportunity to lead by example and encourage future development to be as energy and resource efficient as possible. Climate change and flood risk mitigation measures could include reforesting areas which would capture carbon, soak up rainwater and help prevent soil erosion.

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ID	Main Matters raised
925	The options needs to be more detailed so that the public can discern which would be preferable.SA was difficult to read and understand.
926	Unable to find Sustainability Appraisal.
937	4.1.1 is strongly supported. Option 1 would drastically reduce areas of greenspace within the North Fylde Peninsula.4.2.1 SA questions the compatibility of the Plan’s Strategic Objectives citing the potential adverse effects of housing and infrastructure n biodiversity, landscape and townscape character and quality, land resources, increased flood risk and traffic movement. These considerations should be absolute priorities when deciding where to locate new development. 5.2.1 Within option 1, it has been identified that the existing road network cannot support additional growth. Proposed link road will not relieve congestion on the A585SA suggests that development in the urban west may reduce unemployment because residents will be close to employment centres. This is illogical, employment centres and high unemployment in these areas already exist. Additional housing may only worsen the problem. Option 1 may see loss of Biological Heritage Sites and associated habitats. Option 1 is also less sustainable due to increased flood risk.

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ID	Main Matters raised
949	<p>Table 2.2 SA Objectives, Indicators and Targets The Local plan should be attempting to achieve sustainable development. The SA should be an assessment of sustainability, therefore the objectives established to test the significance of the effects of the plan, should look similar, if not the same, as the objectives for the local plan. Although, it may be that the Local Plan objectives should be amended in line with the SA objectives rather than the other way round. Satisfied with the SA objectives and sub objectives. However, the indicators and targets section of the table requires some clarity and improvement. It would be useful to include some decision aiding questions that help to unpick what is meant by the sub objective and to give the reader some insight as to how the scoring in the matrix has been reached. It is not clear if the indicators have been designed for monitoring the long term effects of implementing the Plan. If so, they need to be measureable and focus on potential effects of the plan as identified in the SA, these can be developed further as the Plan progresses. For example the ‘Number and distribution of designated sites including SACs, SPAs, Ramsar sites, SSSI, National Nature Reserves (NNR), Local Nature Reserves (LNR) and Biological Heritage Sites (BHS).’ Is unlikely to change or be an effective method of measuring the impacts of implementing the Plan. An example of a measurable monitoring indicator might be ‘% of new developments incorporating ecological enhancement measures per year’. Agree with the recommendation that the Vision statement should include ‘a clear commitment that ensures development protects and enhances the Borough’s biodiversity along with ensuring development does not lead to any significant adverse effects on the Borough’s European Sites i.e. does not affect the integrity of the sites or species for which they are designated.’ Agree with the recommendation that ‘the Vision Statement includes a sentence to state that the Borough would have a well-connected network of multi-functional green spaces (urban and rural), which is capable of delivering a wide range of environmental and quality of life benefits for local communities.’ Agree with the recommendation that ‘the Strategic Objectives make reference to ensuring development does not affect the integrity of the Borough’s European Sites.’ All of the options have the potential to impact on designated sites Morecambe Bay SPA/SAC/Ramsar, Wyre Estuary SSSI and Lune Estuary SSSI particularly through increased recreational pressure and water quality. Functionally linked land used by SPA bird species like Pink Footed Geese will require careful consideration at the allocations stage. There is also a potential for development in Wyre to impact on the Forest of Bowland AONB so this will also need to be considered. It is possible that Option 1 will result in increased development on the coast and therefore is likely to have a greater impact on the marine environment in terms of additional recreational pressure, increased surface water run-off and requirements for new/improved coastal defences all of which may impact Morecambe Bay SPA/SAC/Ramsar and Wyre Estuary SSSI.</p>
956	<p>The Sustainability Appraisal is flawed because it is not site specific. If it was, sites IO_26, IO_27, IO_28 should be highlighted for ‘low accessibility’.</p>
960	<p>It is a good basis at this stage of the plan’s progression. It highlights the need to consider designated habitats and sites. It does not provide sufficient consideration of individual sites.</p>
964	<p>The SA is difficult to follow for a layman and uses defined terms as nouns and then as verbs, before using undefined acronyms which leaves the reader floundering. It reads as an urban-centric pro-forma response, required as a tick box. For example: Table 2-2, para. 4 has no mention of</p>

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ID	Main Matters raised
	<p>rural housing needs and in para. 5 it talks of increasing “patronage from rail stations” by 75%. Para. 6 talks about “maintaining” a 28.1% unemployment rate which is unacceptable. Why are the SA Objectives different from the Objectives set out in the I&O? The appraisal is very weak on the future of the Borough. The appraisal’s comments on the strengths and weaknesses of Options 1 & 2 and the strengths of Option 3 are mostly fair. The weaknesses of Option 3 should include: Dispersal increases travel to work outside the area but also brings accommodation closer to rural jobs, thereby reducing travel. Preserving local primary education reduces travel. Increasing rural jobs will not alleviate urban deprivation. The appraisal should focus on future employment trends. “Development along the A6 may also affect views from the Bowland Fells AONB” indicates that the author did not read the plan of 1999. There is no need to comment on Hyder’s assessment of the “No Plan” option.</p>
1,026	<p>Traffic problems, inadequate local infrastructure. Economic sustainability needed but has been a loss of jobs.</p>