



Bryning with Warton Neighbourhood Development Plan 2011 - 2032



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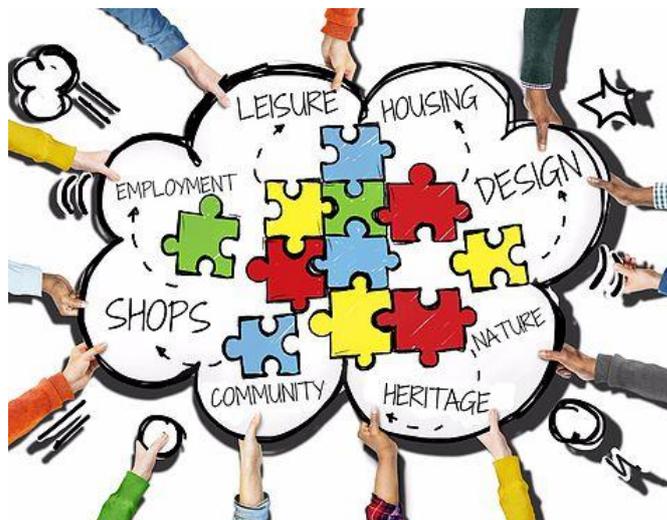
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PREFACE

The Neighbourhood Plan has been produced by the Bryning with Warton Neighbourhood Plan Steering Group (NPSG), led by the Parish Council, in consultation with the local community, businesses and wider stakeholders. At a meeting of the full parish in September 2013 the community strongly supported the creation of this plan.

The Steering Group held its initial wider Community Engagement Event in April 2014. The information gathered at this event, comments from earlier community engagement, and the substantial available evidence base has helped to formulate this Neighbourhood Plan's Key Issues, Vision and Objectives. These then form the framework for the development of the Neighbourhood Plan policies and proposals. A period of formal public consultation was held on the Draft Plan in July and August 2014.



HOW THE PLAN IS ORGANISED

The Plan is divided into 6 sections:

Section 1: Introduction

This section sets out:

- How the Neighbourhood Plan fits into the planning system;
- An overview of the initial stages of public consultation, and how it has influenced the development of the Plan;
- About Bryning with Warton - a brief overview of Bryning with Warton today.

Section 2: A Vision for Bryning with Warton – Key Issues and Core Objectives

- This section sets out the overall vision for development in future years, and the key themes which have contributed to the vision.

Section 3: National, Local and Neighbourhood Planning Policies

- This section sets out the various planning policies that govern Neighbourhood Planning.

Section 4: Policies and Proposals

- This section sets out policies to support the overall vision.

Section 5: Plan Delivery and Implementation

- This section sets out the approach and how the Neighbourhood Plan will be monitored and reviewed post implementation.

Section 6: Supporting Information and Evidence Base

- This section sets out the legal framework and the justification for the plan, and includes:
 - Glossary of Terms
 - Acknowledgements
 - List of Reference Documents.

SECTION 1: INTRODUCTION

1.1 INTRODUCTION

The Bryning with Warton Neighbourhood Plan is a new type of planning document. It is part of the Government's new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the Localism Act that came into force in April 2012.

The Neighbourhood Plan provides a vision for the future of the community, and sets out clear planning policies to realise this vision. These policies have regard to national policies and advice, and are in general conformity with the strategic policies of the Fylde Local Plan (2005) and the emerging Fylde Local Plan to 2032.

The Neighbourhood Plan has been developed through extensive consultation with the residents of Bryning with Warton and others with an interest in the Parish and is based on sound research and evidence. Details of the consultation have been recorded in a series of reports and an overall 'Consultation Statement' accompanies this submission version of the Plan.



The Neighbourhood Plan provides local people with the opportunity to have more control over development, for the benefit of the local community.

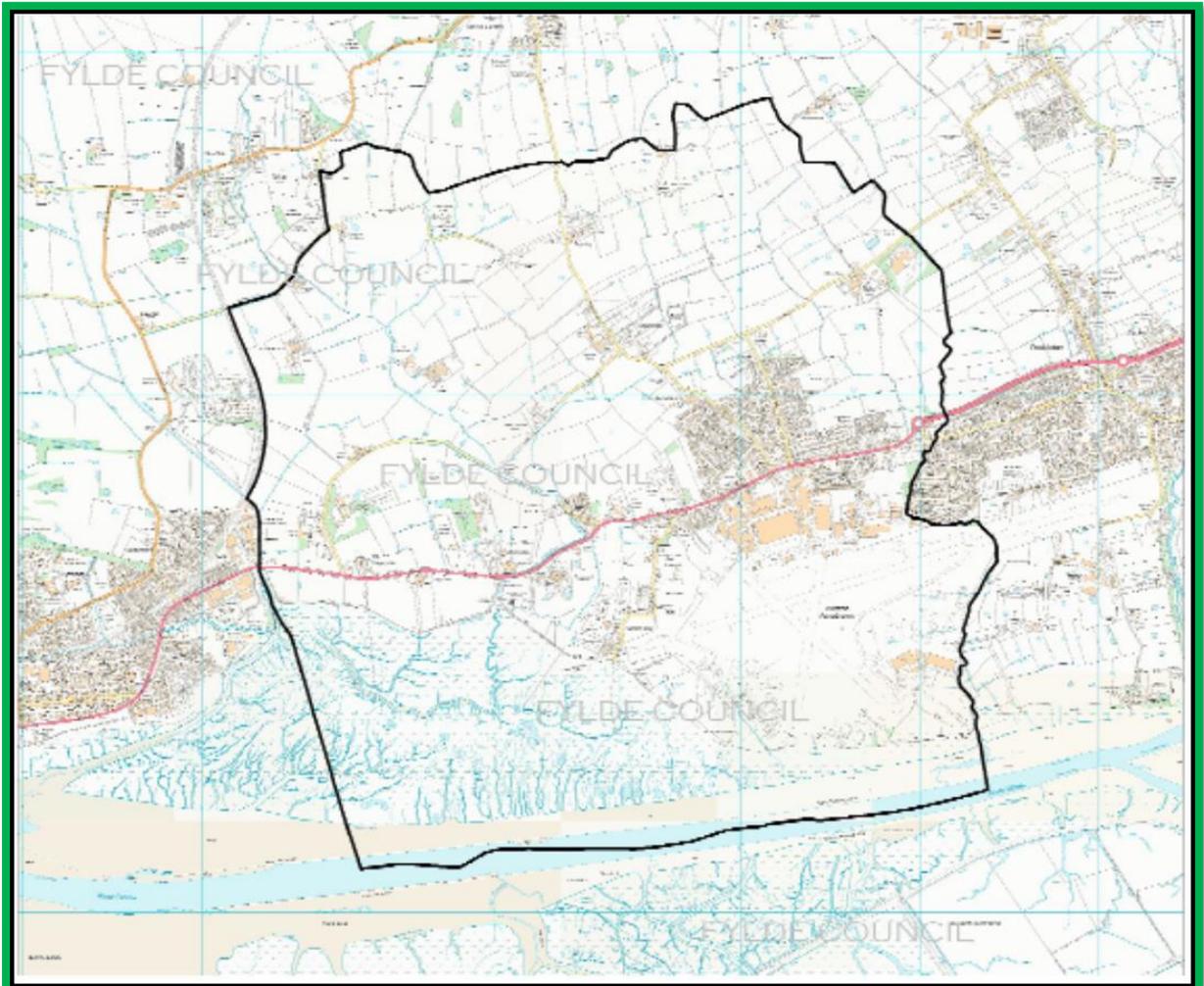
The Neighbourhood Plan, when made will form part of the development plan by Fylde Borough Council, and will seek to preserve what makes Bryning with Warton special.

In order to provide a structure which meets the needs of a growing population, safeguards the environment and builds the local economy, the Plan must be flexible, adaptable and, above all, sustainable in order to ensure the future wellbeing of the community.

1.2 BRYNING WITH WARTON NEIGHBOURHOOD PLAN AREA

The whole parish of Bryning with Warton (Figure 1) has been formally designated as a neighbourhood planning area through an application made on 17th July 2013 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Fylde Borough Council in October 2013.

Figure 1: Bryning with Warton Neighbourhood Plan Area



1.3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

Neighbourhood Plans were introduced through the Localism Act 2012, as part of the Government's devolution of power to local communities. In using this power, Qualifying Bodies – such as Bryning with Warton Parish Council – need to follow some fundamental principles.

One of these is that all Neighbourhood Plans must have regard to national policy and advice and be in general conformity with the strategic planning policies of the Development Plan, in this case, the Fylde Local Plan (2005).

Neighbourhood Plans must be compatible with European Union obligations and the European Convention on Human Rights.

The Plan must also contribute to the achievement of sustainable development and a Sustainability Appraisal document.

As part of the overall Development Plan for Fylde Borough, this Neighbourhood Plan will, with the Local Plan, be the starting point for determining planning applications within Bryning with Warton.

Neighbourhood Plans must be in “general conformity” with strategic policies of the adopted Local Plan and it is also good practice to take account of emerging planning policy and supporting information, where appropriate. In this regard, it is



confirmed that the Neighbourhood Plan has taken into account information relating to the emerging Fylde Local Plan (2011 – 2032).

Whilst planning applications will still be determined by Fylde Borough Council, any relevant policies within the Neighbourhood Plan must be taken into account insofar as any planning application for development in the Neighbourhood area.

1.4 WHAT IS IN THE NEIGHBOURHOOD PLAN?

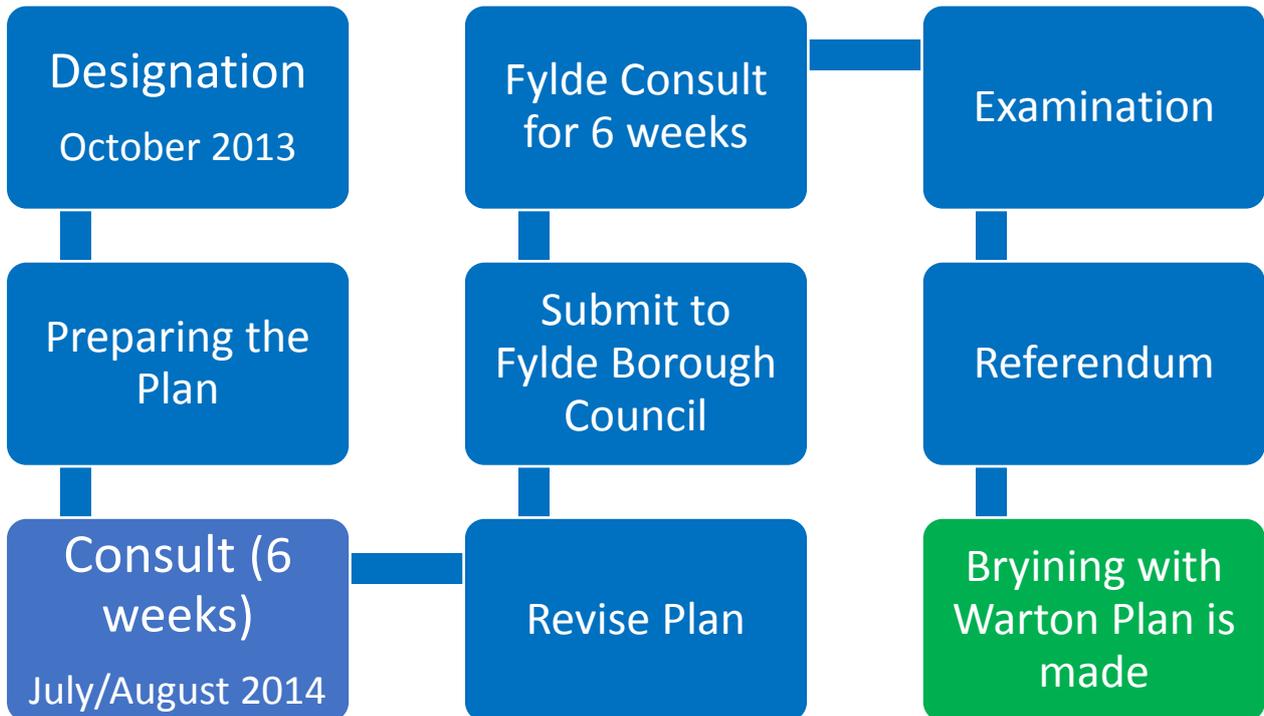
The Bryning with Warton Neighbourhood Plan is a plan for the parish as a whole. The whole community has been consulted in an open and inclusive manner during the Plan's preparation.

The Plan looks at a wide range of issues including:

- Local employment and opportunities for businesses to set up or expand their premises;
- Transport and access issues (roads, cycling, walking etc.);
- The provision of leisure facilities, places of worship, health, entertainment, and youth facilities;
- The protection and creation of open spaces (nature reserves, allotments, sports pitches, play areas, parks and gardens).

1.5 THE NEIGHBOURHOOD PLAN PROCESS

Neighbourhood Plans have to be prepared using a procedure set by government.



1.6 SUSTAINABILITY APPRAISAL

The Neighbourhood Plan has been subject to a separate Sustainability Appraisal that accompanies this Submission Plan.

1.7 COMMUNITY ENGAGEMENT AND CONSULTATION

The Bryning with Warton Neighbourhood Plan is important to all of those who, live, work and carry out business activity in Bryning with Warton.

The Plan has been developed after listening to the views of local people, and others interested in the future planning of the area. Views were gathered using a variety of different consultation approaches including a Graffiti Wall, Wish Tree and Past, Present and Future Photo Questionnaire.



In addition to the residents' consultation, a wide range of stakeholders, including Fylde Borough Council and property developers, were invited to attend the consultation event specifically to gather their views and concerns. Local businesses were also contacted and invited to attend. The Steering Group wanted as wide an engagement as possible.

There is a large amount of other background information that has helped in producing the Neighbourhood Plan – this is the “evidence base”.



For example, Bryning with Warton produced a Parish Plan in 2013. A community questionnaire was used to inform this plan. In September 2013, residents requested a Parish Poll in reaction to Fylde

Borough Council's Preferred Option Local Plan housing allocation. These and other documents constitute the "evidence base".

1.8 ABOUT BRYNING WITH WARTON

Bryning with Warton is a parish on the south coast of the Fylde in Lancashire with part of the parish lying along the Ribble Estuary. It includes Warton, Bryning and Kellamergh. It has a number of farms and other businesses located within its boundaries.

The parish covers an area of 1,396 hectares and has a population of 3,569. Population density at 2.6 residents per hectare illustrates the predominately rural nature of the area: population density in St Annes is 19.4; Kirkham 18.1 and Freckleton 5.3 (2011 Census). Even when taking the land BAE Systems covers (232 hectares) into consideration Bryning with Warton still has a low density of 3.2 residents per hectare.

Figure 2 shows the age structure of Bryning with Warton. Bryning with Warton has a high proportion of over 55's and 35-54 year olds.

The A584 bisects the village, being the main arterial route between Lytham and Preston.

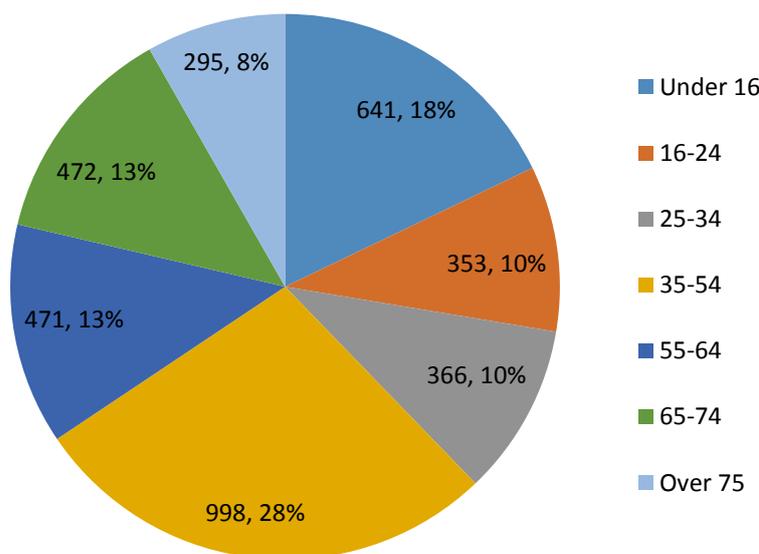
At the time of the 2011 Census, the parish consisted of 1,607 dwellings, of which 1,178 (73%) were owner-occupied, the

remaining dwellings being rented properties with 10% socially rented and 15% privately rented.

The provision of services, facilities, retail and employment opportunities have not kept pace with the development of housing and the increase of population in Bryning with Warton, so:

- Residents travel into the nearby service centres of Freckleton, Kirkham and Lytham for the majority of their retail needs;
- Residents have to travel at least 2 miles to access health services such as GPs, dentist, chiropody; and
- There is a small number of community facilities within the village, mostly centred at the Village Hall or at Bridges Playing Fields.

Figure 2 : Age Structure of Bryning with Warton Resident (2011 Census)



Whilst this lack of services and facilities is an issue locally, residents value the fact that Warton is still a village with a distinctive character of urban aspects as well as rural.

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Employment

Bryning with Warton is home to one of the North West's biggest employers. BAE Systems employs around six thousand workers,



and along with the Fylde Office of the Land Registry, which is also based in Warton, provides significant job opportunities across the region.

A small percentage of Bryning with Warton residents work at BAE, therefore a high proportion of the workforce commute causing the village's main routes to be highly congested at peak times.

Unemployment in Bryning with Warton is very low at 2.9%, with 67% of the working age population of the parish economically active. (2011 Census)

The Warton and Samlesbury Enterprise Zones were designated on 1st April 2012, with 75 hectares allocated to Warton. The aim of the Enterprise Zone is to attract a range of advanced engineering and manufacturing businesses and to create thousands of new jobs over the coming years – but it is publicly recognised that take-up at Warton will be a “slow-burner”. Businesses will get incentives to set up or expand on the zone including discounted business rates and a simplified planning regime.



In May 2014, the Government’s Department for Business Innovation and Skills confirmed that the Assisted Area Map for 2014-2020 had been approved and will be implemented into UK Legislation by July 2014.

Assisted Area Status is a means to target economically weak regions of the EU to maximise the impact of state aid through greater levels of European funding, to have the greatest impact on promoting growth, productivity, skills and jobs. Though it does not bring with it specific funding, Assisted Area Status offers eligibility for certain forms of financial support.

Public Transport Services

The village is currently served by two bus services.

The number 68 service is operated by Stagecoach to Preston and Blackpool, and during the day the service runs every 15 minutes. The journey time to Preston is 35 minutes, the first bus leaving Warton at 06.32 and the last service from Preston leaving there at 23.10. The journey time to Blackpool is 55 minutes with the first bus leaving Warton at 05.54 and the last service leaving Blackpool at 23.00.

The number 78 service is operated by Coastal Coaches to St Anne's Square and Wesham & Kirkham. The journey time to Kirkham is 15 minutes, the first bus leaving Warton at 07.19 and the last service from Kirkham leaving there at 22.08. The journey time to St. Anne's is 25 minutes with the first bus leaving Warton at 07.06 and the last service leaving St. Anne's at 19.30, although there is a later service which leaves Lytham at 23.00.

There are reduced services in the evening and on Sundays and Bank Holidays.

The nearest train stations are Kirkham & Wesham and Lytham both of which are 4 miles away.

Car Ownership

As a community with limited services, amenities and very specialist employment opportunities, private car ownership and usage is the predominant method of transport; with 49% of all

households owning at least 1 car or van. Interestingly, 15% of households have no access to a car or a van. (2011 Census)

Fylde Borough Council's Green Infrastructure Strategy identified Warton as one of the most heavily polluted areas in Fylde.

Housing

Table 1: Household Mix and number of dwellings in Bryning with Warton Parish

Household Mix	Number of dwellings
Detached bungalow/house	433
Semi-detached bungalow/house	650
Terrace	377
Flat, maisonette or apartment	41
Purpose built block of flats	30
Flat, maisonette or apartment in a commercial building	9
Caravan or other mobile home	106

Warton is a popular place to live. There are over 1,500 permanent dwellings in the Parish: 70% of those are detached or semi-detached homes, see Table 1 above.

1.9 BRIEF HISTORY OF BRYNING WITH WARTON

Up until the late 1800s Warton was the site of one of the few “peg-and-post” mills left in the UK. It is called a peg-and-post mill from the fact that the whole structure stands on a peg or strong central shaft of wood driven into the ground, on which the whole structure was turned round, so as to bring the sails facing the wind, by a wheel running on the ground, worked by a long pole as a lever. Regrettably it was allowed to decay into disrepair and demolished, but Mill Lane, Post Lane and Peg Way in the village commemorate its passing and now only its millstone and the old anvil are preserved at the former smithy.



From the 1930s, the ‘Glasshouse Industry’ developed in Warton and the climate and conditions being particularly suitable for the growing of ‘Blackpool’ tomatoes and lettuce. This industry came to an end by the 1960s-70s.



During the Second World War, all available land in Warton and Freckleton was commandeered by the Air

Ministry and an enormous aerodrome was constructed with the

biggest hanger and longest runway in Europe. Thousands of USAAF personnel arrived and were based at Warton until the war ended.

After the War, the entire aerodrome was taken over for manufacturing, now BAE Systems. Warton village and BAE Systems have successfully lived side by side for many years and will continue to do so with part of the site now designated as an Enterprise Zone.



SECTION 2: KEY ISSUES, CORE OBJECTIVES AND THE VISION FOR THE FUTURE

Our aim for the parish of Bryning with Warton is that it should retain its village character. Residents have made this clear on many occasions. They want Warton to remain of a size and scale that retains this blend of urban and rural. Any future growth should be proportionate and sustainable to the size of the settlement and the function it performs and the level of development must be sustainable in terms of its impact on the existing local community.

"A village is defined as a compact clustered settlement, larger than a hamlet, but smaller than a town with a population ranging from a few hundred to several thousand." (BBC Domesday Project)

In 2012, Bryning with Warton Parish Council completed the process of producing a Parish Plan. Through the Parish Plan and Neighbourhood Plan community engagement events the Neighbourhood Plan Steering Group has identified a number of key issues facing the parish and its future development which have informed the content of this Neighbourhood Plan.

Bryning with Warton residents who attended a Parish Meeting in August 2013 voted unanimously for a Parish Poll around the subject of the scale of proposed development in the Fylde Borough Council Preferred Options Local Plan. The poll results represented

a resounding opinion that the scale of development proposed was too high.

The community and stakeholder engagement undertaken in the preparation of this Plan is reported in full in the Consultation Statement submitted alongside this document.

2.1 SUMMARY OF KEY ISSUES

The views expressed by local residents at the various consultation events were put together with other evidence, such as the emerging Local Plan evidence base. In summary, the key issues that the Neighbourhood Plan for Bryning with Warton must address are:

1. HOUSING

- Concern about future housing development in the parish.
- When Fylde Borough Council initially proposed 1,160 additional dwellings for Bryning with Warton up to 2030, most residents did not agree with this scale of development.
- The assumptions for growth are based around forecasts for employment growth at the BAE Enterprise Zone.
- Housing growth should be accommodated within the village in a sensitive way commensurate with the village status.
- There is concern that the level of housing proposed is disproportionate to the needs of the village.



- Housing should not be built before additional facilities are provided.
- Any new housing should be supported by adequate infrastructure – medical centre, schools, leisure, etc.
- Concerns with the amount of Greenfield land that could be built on and lost.
- Concerns about the need for more housing in the area given the number of dwellings currently on the market.
- Housing in Bryning with Warton has expanded over a relatively short time period but facilities and amenities have not increased accordingly leaving a significant gap.
- There is a concern that future housing development should include housing for the older generation and help to diversify the housing available.
- Lower density development is more suitable to the character of the area, with more landscaping.
- The housing types, tenures and sizes should reflect the requirements of the area.
- Concerns have been raised in relation to the design of future housing and the 'Lego-style', 'little-box' standard house types provided in new developments at present. A more bespoke design for the area would enhance the community and village concept of the area.

2. SHOPPING

- The village heart is a key priority for the area.



- Ensuring the village centre continues to operate with local shops, services and community infrastructure.
- Improvements are needed to the appearance of the shops – a co-ordinated approach is required.
- The small things will make a big difference in the village centre.
- Pedestrian Safety - clear definition between the pavement and road and car parking around the village centre.

3. EMPLOYMENT

- There are concerns that future employment development within the parish should be of an appropriate scale.
- Workshops are required for small businesses within the village.
- A section of the Enterprise Zone should be allocated for new start-up businesses.
- Residents are concerned that all our Greenfields will be built on, then brownfield sites within BAE Systems/Enterprise Zone may be released in future years.
- No available employment land within the settlement.

4. TRANSPORT AND TRAFFIC MANAGEMENT

- Public transport services to nearby Key Service Centres and facilities are poor. As a result the vast majority of journeys are made by private car.

- Public transport services to our Accident and Emergency Hospitals are poor with no direct bus service. Duration could be up to 1hr 30mins.
- Traffic and congestion on Lytham Road.
- Lytham Road is not suitable for the amount of proposed developments requiring access.
- Bryning Lane is a C road in poor condition which transports large amounts of traffic daily to the main employers.
- Church Road suffers with the amount of traffic at present with the estates either side being used as rat-runs with no adherence to the speed limit.
- There is no scope to widen any of our roads to alleviate the congestion issues.
- Parking bays are required around Harbour Lane, Queensway and Canberra Way.
- There are concerns in relation to the increase in traffic on the existing highway networks which is endangering cyclists.
- Hillock Lane requires full resurfacing; it is part of the National Cycle Network.
- Appropriate pedestrian facilities in the form of footways and cycle ways on existing roads require improvements.
- Additional safe pedestrian crossings are required on the main roads.
- There needs to be more access to off-road cycle paths in the area creating linkages to other villages, the National Cycleway; the existing wildlife areas.

- The SSSI (Estuary and the Lancashire Coastal Way) need enhancing and better access and parking facilities.

5. LEISURE AND WELL-BEING

- There is a lack of both formal and informal leisure facilities within the village, resulting in the need to travel elsewhere to access facilities.
- There is a lack of facilities and opportunities for young people within the village, resulting in the need to travel elsewhere to access facilities.
- Bridges Playing Fields is seen as a key asset to the community, with the retention of the playing fields being a priority, however, access is poor at present (vehicular and pedestrian).
- Children would like to see another large park on the west side of the village.
- Facilities are limited for the teenage population of the village.
- New play areas, parks and wildlife areas should be encouraged with a park located in the centre of the village being specifically requested.
- There is a need to promote and protect allotment sites.
- Lack of awareness/poor communication of available community activities.

6. ENVIRONMENT – HERITAGE AND AREAS OF OPEN SPACES FOR PROTECTION

- The Green Infrastructure of the area should be protected and enhanced.
- Concerns have been raised in relation to the lack of landscaping on the verges of the major transport routes.
- Encourage green buffer areas around new development to create soft boundaries and enhance biodiversity.
- Concerns were raised about protected species, especially when habitats are being destroyed.
- Create better access to our natural environment.
- There is a strong desire to preserve existing publicly accessible open spaces and green spaces surrounding the villages, to ensure that any new developments maintain public rights of way and also to improve footpath networks to provide access to the surrounding countryside.
- To promote and protect existing allotment space.

2.2 THE VISION AND CORE OBJECTIVES OF THE NEIGHBOURHOOD PLAN

The vision and core objectives are based on the key issues identified by the Steering Group, consultation and analysis of the evidence base. They have been summarised and refined by the Steering Group to form the basis of the Neighbourhood Plan for Bryning with Warton.

VISION

The key principle underpinning the Vision is that Warton must remain a village. In developing the plan, the Steering Group has, therefore, applied some overarching principles which are aimed at ensuring that Warton retains its village status.

The Neighbourhood Plan sets out the Vision for the area and reflects the thoughts and feelings of local people with a real interest in their community. The plan sets out objectives on key issues such as, moving around, housing, employment, and public open space and community facilities.

Instead of piecemeal development being forced on Warton, this Plan enables the community to identify how it would like the village to evolve. This includes housing, employment, community and leisure facilities as well as better streets, transport and health facilities.

Throughout, the NPSG has ensured that the principles and policies set out in the plan reflect national planning policy as well as the Fylde Borough Council Local Plan.

The Bryning with Warton Neighbourhood Plan is the opportunity for all those with an interest in the area's future, to look forward in order to help plan and shape future development.

The Neighbourhood Plan must:

- Preserve the rural character of our Parish.

- Maintain and protect its integrity – its rural setting and green approaches that extend into the village.
- Ensure any new developments respect the design and quality of existing buildings.
- Ensure that new development does not have a detrimental impact on highway safety.
- Plan for a better/improved village centre to encourage sustainable travel and support economic growth.

OBJECTIVES

To achieve this vision the NPSG has identified the following objectives for Bryning with Warton Neighbourhood Plan:

1. To accommodate development in a manner that preserves the rural character.
2. For new development to integrate with existing and be of benefit to the community.
3. For new development to respect the design and quality of existing buildings.
4. For new development to have appropriate green buffers to enhance biodiversity and protect the rural character and amenity of Bryning with Warton.



5. For new development to provide new focal points to add variety to the streetscene and environment.
6. To control development to avoid sprawl into the surrounding countryside
7. To provide a sensitive transition between the built development and the surrounding rural environs.
8. To provide strong gateways at key arrival points which will maintain and protect the integrity – its rural setting and green approaches that extend into our village.
9. To improve public transport and traffic management in tandem with new housing development.
10. To maintain the rural character of Hillock Lane.
11. To ensure that new development does not have a detrimental impact on highway safety.
12. To provide new facilities and improve existing local leisure facilities, retail and employment provision, services and amenities in tandem with any new housing development.



13. To enhance existing retail activity and capture more local spending within Warton and help to strengthen the heart of the village.
14. To promote a stronger and better designed Warton village centre in its current location.
15. To improve the pedestrian environment within the centre of the village.
16. To provide good quality open space that connects up to provide new green routes, enhance recreation and provide better access to both formal and informal open space.
17. To preserve important existing green spaces and create new green space for the community, improving access to the surrounding countryside via new housing developments.
18. To enhance local footpaths and cycle ways.
19. To improve employment opportunities that provide “added value” for the community; mixed uses such as starter units and workshops.
20. To ensure that the Bryning with Warton Neighbourhood Plan promotes sustainable development for future generations.

SECTION 3: NATIONAL, LOCAL AND NEIGHBOURHOOD PLANNING POLICIES

3.1 National Planning Policy

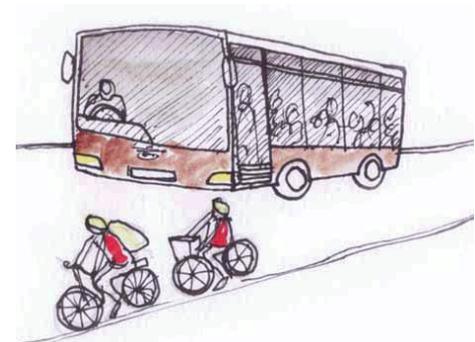
The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which **local people** and their councils can produce their own and distinctive local and neighbourhood **plans, which reflect the needs and priorities of their communities.**

Fundamental to the Government's planning policy is the presumption in favour of sustainable development. The NPPF identifies three dimensions to sustainable development: economic, social and environmental. These give rise to the need for the planning system to perform a number of roles:

an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as





part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

These roles cannot be undertaken in isolation because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including:

- making it easier for local jobs to be created;
- achieving net gains for nature;
- ensuring better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

3.2 Fylde Planning Policy

The Bryning with Warton Neighbourhood Plan has been prepared to be "in general conformity" with the Fylde's Local Plan 2005. The Plan also takes account of emerging planning policy in the Fylde Local Plan to 2032.

The emerging Local Plan to 2032 identifies Warton as one of four Strategic Locations for Development but crucially states that ***“The comprehensive development of the Strategic Locations will be dependent upon the provision of infrastructure to ensure a sustainable development. An infrastructure delivery schedule has been drafted and is incorporated as Appendix 2 in the IDP, which accompanies this Local Plan. The delivery schedule will be secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place. All schemes within the infrastructure delivery schedule will be implemented through the scheme and such contributions could be offset from any CIL monies required.*”**

To ensure the Strategic Locations for Development are sustainable, community facilities including nursery, primary and secondary education provision, local retail centres and health care provision will need to be included within the infrastructure delivery schedule and provided through developer contributions. Greater connectivity will be required between the sites allocated for residential development and the existing settlements. The Green Infrastructure network will be an integral part of the development of the Strategic Locations to create high quality attractive environments and to connect into existing landscapes. This will include the provision of cycleways, bridleways and footpath connections within the sites and links to the ecological network; all of which will need to be included within the infrastructure delivery schedule (IDS).” (Para’s 7.11 & 7.12 of the Fylde Local Plan to 2032)

The Neighbourhood Plan Steering Group (NPSG) has been working closely with Fylde Borough Council (FBC) to ensure the

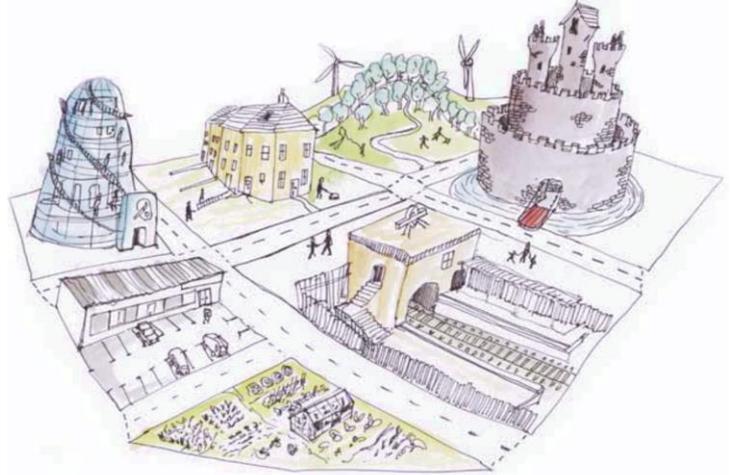
Neighbourhood Plan is in general conformity with the adopted Local Plan (2005) but also, importantly, takes account, where necessary, of the emerging Local Plan and is developed to take full account of the views of the community and others raised during consultation and engagement.



SECTION 4: POLICIES AND PROPOSALS

4.1 Background

This section sets out the planning policies that will be used up to 2032 to achieve the vision and objectives identified earlier in this document. Each set of policies is set out under the appropriate heading.



These policies will be used to help determine current and future planning applications in the parish and to help shape the future of the parish as a place to live, work and play.

The identification and development of the Neighbourhood Plan Policies has been driven by the Objectives identified earlier in this document. These policies recognise the overwhelming view of the community, as demonstrated through:

- the Parish Plan,
- responses to the Preferred Options Local Plan and associated petitions,
- the Parish Poll, and
- the Neighbourhood Plan engagement events.

The proposed policies fall under the following distinct headings:

- Employment
- Transport & Infrastructure
- Local & Community Facilities
- Environment

4.2 EMPLOYMENT

POLICY BWE1 – PROTECTING EXISTING EMPLOYMENT

The larger employment sites, including the existing employment area at BAE Systems, shown on Figure 3 will be protected for employment uses (Use Classes B1, B2 and B8) unless it can be demonstrated that the land is no longer viable for employment use and that there is no demand for such a use.

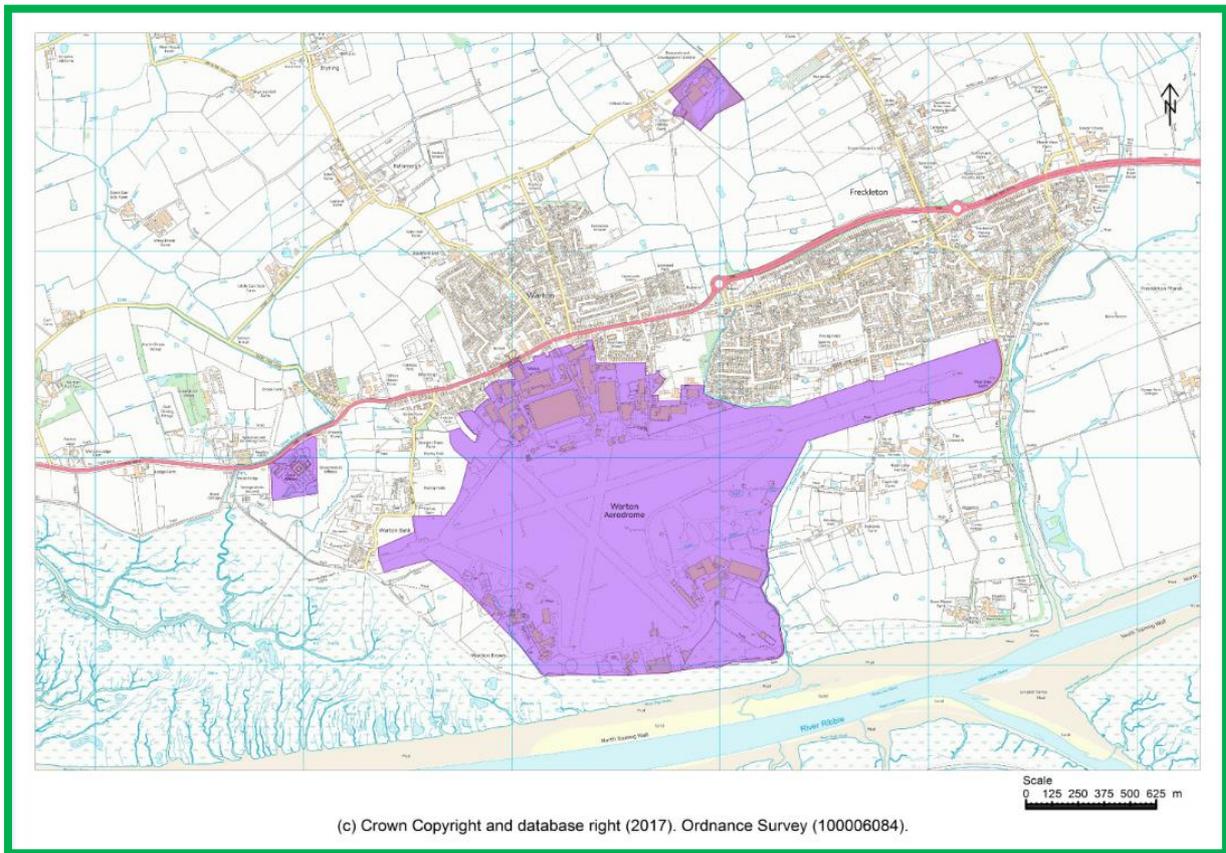
Background/Justification:

The Parish Council is supportive of local employment through multi-agency working the NPSG aims to identify a wider range of employment opportunities to meet local needs by:

- Identifying and reducing barriers to potential employers who wish to relocate here;
- Developing opportunities for employment which enhance the parish and prevent the loss of key services;
- Setting up or improving new initiatives to develop skills and employment opportunities for local people;

- Encouraging safe and attractive pedestrian and cycle routes to the edge of parish employment areas will be encouraged; and
- Gaining an understanding of the opportunities afforded by Assisted Area Status and ensuring that local businesses take advantage of the scheme.

Figure 3: Protected Employment Sites



4.3 TRANSPORT & INFRASTRUCTURE

COMMUNITY ACTION: SUSTAINABLE TRANSPORT

Bryning with Warton Parish Council will work with other bodies to address matters relating to sustainable transport.

Lancashire County Council is currently preparing a Fylde Coast Highways and Transport Masterplan. The Parish Council will work together with Lancashire County Council, Fylde Borough Council, public transport providers, local schools and developers to develop a long term sustainable strategy for improvements to the highway network and the management of traffic in and around Bryning with Warton to reduce the impact of development on the community by:

- Encouraging better access to and increased use of public transport;
- Working with the Borough Council to refurbish the existing village centre car park in order to provide more spaces;
- Improving links within the existing built-up area for walking, cycling and bus provision; and
- Ensuring other vehicular traffic keeps to appropriate routes.

There are acknowledged major constraints on the highway network in Bryning with Warton with limited opportunities to ease congestion at peak times.

At the Warton Stakeholder meeting facilitated by Fylde Borough Council on 20 November 2013, Lancashire County Council expressed concerns that the existing local network already suffers from congestion at peak times. Lancashire County Council also made it clear at the same meeting that there are sustainability issues in Warton that must be addressed by a comprehensive

masterplan, supported and delivered by all developers, and in consultation with the community. **If not, there is a great risk that further development proposals of significance will not satisfy the aims and objectives of the NPPF. Lancashire County Council Strategic Transport stated that they could not support any development coming forward on an ad-hoc basis.**

Fylde Borough Council has an Infrastructure Delivery Plan which sets out and supports infrastructure requirements. (Policy INF1 – Services Accessibility and Infrastructure of the emerging Fylde Local Plan to 2032). It recognises that it should seek to make the most of existing infrastructure by focussing on sustainable locations with the best infrastructure capacity, and, where appropriate, demonstrate how access to services will be achieved by means other than a car.



4.4 LOCAL AND COMMUNITY SERVICES

POLICY BWLC1: SHOPS AND SERVICES

To improve the range of, and access to shopping and community facilities within Warton, the following development principles will take effect:

Within the defined Principal Village Centre (Figure 4), the development of new shopping and local service facilities will be supported. Proposals for the change of use of an existing shop or local service use, to a non-shopping or non-local service use, will only be supported if it is demonstrated, further to a minimum six month period of active marketing, that the existing use is no longer viable.

Proposals for local needs retail or local service uses will be supported within the settlement boundary, subject to it being demonstrated that development would not harm local character, residential amenity or highway safety.

Background/Justification

The Parish Plan 2012 identified that only 6% of respondents did their weekly shopping in Bryning with Warton, 23% did their shopping in Kirkham and 28% in Lytham.

The emerging Local Plan has identified that, in the case of Warton, opportunities should be taken to enhance the 'local centre' to provide a focal point with improvements to the public realm through the production of a design strategy for the local centre.

In addition, to controlling and promoting further development through Policy BWLC1, the following supporting actions through a multi-agency 'village centre' strategy will be developed to improve and enhance the principal village centre, including:

- A co-ordinated approach to shop frontages;
- Support and encouragement to businesses to help them thrive through initiatives such as improvement grants and shop-front competitions;
- Encouragement of a greater mix of shopping and additional facilities, for example a cafe, delicatessen and banking facilities;
- Clear and attractive signage and clear pedestrian routes; and
- Provision of additional and safe parking facilities via a traffic management plan.



Figure 4: Principal Village Centre



POLICY BWLC2: COMMUNITY, LEISURE FACILITIES AND OPEN SPACES

Proposals to improve and/or provide centrally located community facilities will be supported.

Local Green Space is designated at the two sites P1 and P2, as shown on the supporting plans below. Development of Local Green Space is not permitted, other than in very special circumstances.

Figure 5 – P1 – Bridges Playing Fields

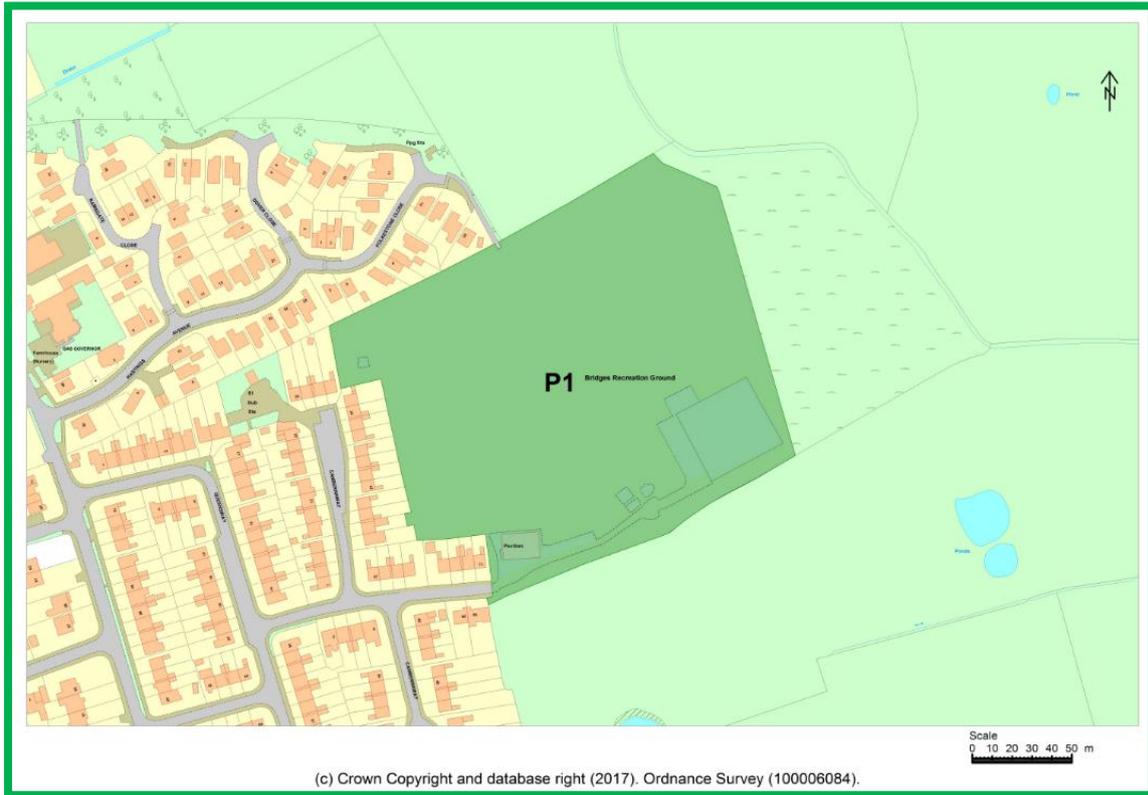
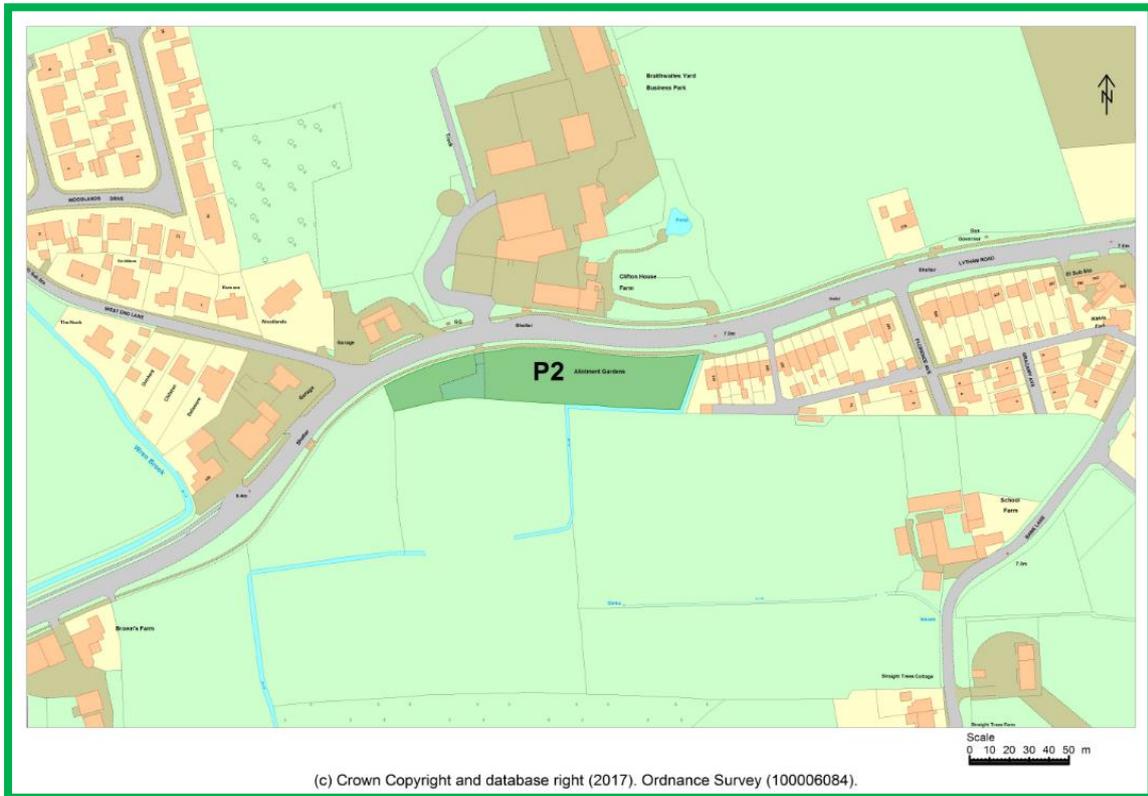


Figure 6 – P2 – Bryning with Warton Allotments



Background/Justification

Policy INF1 – Services Accessibility and Infrastructure of the emerging Fylde Local Plan to 2032 states new developments should demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended users

Fylde Borough Council commissioned an Open Space, Sports and Recreation Study/Assessment (2008). Warton/Freckleton are category 2 settlements in the settlement hierarchy. From consultations residents highlight deficiencies in provision in rural areas.

Warton has specific deficiencies in Natural/Semi Natural Greenspace. To meet the identified Civic Space deficit in the area, the provision of one site equating to 0.4 hectares is required.

There is a lack of provision for young people in rural parishes across the Borough. In Bryning with Warton, consultation has identified that this is an issue that needs to be addressed. For example, Bridges Playing Fields requires upgrades and improvements. This has been identified in the Open Space, Sports and Recreation Study aiming to work with local residents to examine possibilities to upgrade or replace facilities on the playing field, enhancing the quality and value to the local community resulting in increased usage.

The Steering Group supports the view that all parks and gardens in Fylde should be of a similar standard to Lowther Gardens or Park View Road. It was also recognised that Parish Councils require strategic assistance to develop their community parks and recreation grounds to meet the needs of the community.

The Strategic aims of the study are ones that Bryning with Warton NPSG supports:

"To provide safe, usable open space, sport and recreational facilities that are accessible and inclusive for all residents."

"To ensure that any new developments take into account the need for appropriate levels of public open space and leisure facilities."

"To utilise open spaces to promote and celebrate community cohesion, equality and diversity through provision of a range of inclusive activities that engage residents."

Potential sites were identified as suitable for the construction of community and leisure facilities during the Bryning with Warton Neighbourhood Plan consultation process.

4.5 ENVIRONMENT

POLICY BWNE1 - PROTECTING AND ENHANCING LOCAL WILDLIFE AND HABITATS

Development proposals that impact on local wildlife and habitats should demonstrate how biodiversity will be protected and enhanced. Development should retain and where possible, enhance existing coastal features, watercourses, wetlands, ponds, native trees and hedgerows. The creation of new habitats, new linkages between open spaces and habitats and for improvements to the existing public rights of way network will be supported.

Development, where appropriate, should seek to incorporate the following:

- Retention of existing coastal features, watercourses, wetlands, ponds, mature native trees and hedgerows.
- Improved access to the countryside by improving the network of existing public rights of way.
- Preservation of existing areas of public open space and Local Green Spaces in order to promote social interaction, community activity and active play.

POLICY BWNE2 - PROTECTING AND ENHANCING LOCAL CHARACTER AND LANDSCAPE

Development proposals should demonstrate good design, respect local character and where possible, reinforce local distinctiveness.

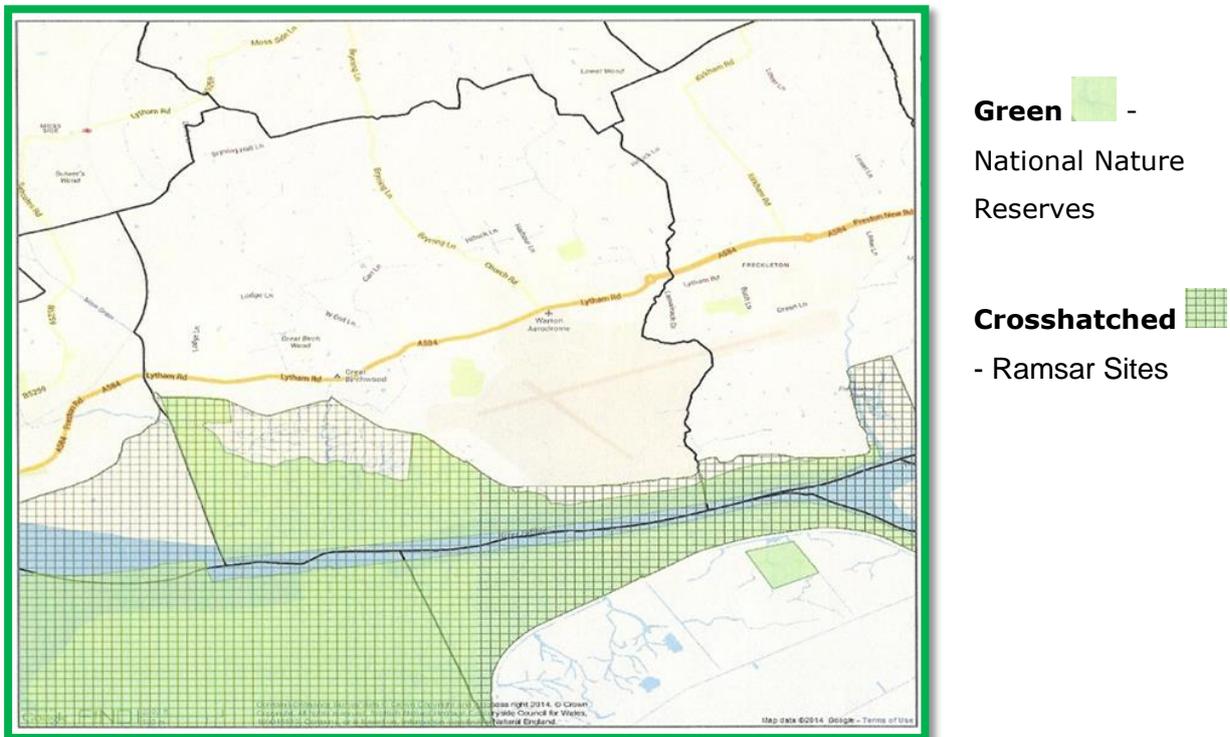
Background/Justification

Bryning with Warton includes a number of significant environmental assets which require protection. The NPPF recognises that the planning system should contribute to and enhance the natural and local environment (para. 109) and Neighbourhood Plans have a role in supporting local authority and national planning policies to ensure that environmental issues are given proper consideration as part of sustainable development.

Wildlife and Habitats

The southern boundary of the Parish is part of the Ribble Estuary, This European Site is protected for its important habitat of salt marshes and mudflats that supports a wide range of invertebrates, birds and plants, Figure 8.

Figure 8: European and National Nature Designations



Altogether there are two European designated sites within the Bryning with Warton Neighbourhood Plan Boundary.

These are the Ribble and Alt Estuaries Special Protection Area (SPA) and the Ribble and Alt Estuaries Ramsar Site.

Part of this area also includes a Site of Special Scientific Interest (SSSI). Natural England has designated the very best parts of the SSSIs as Natural Nature Reserves (NNRs).



The *Lancashire Biodiversity Action Plan, 2001, Salt Marsh and Estuarine Rivers BAP Habitat Action Plan* identifies that developments and built infrastructure have resulted in a significant habitat loss in the past in these areas and the Parish

Council is concerned that future change is managed carefully in this highly sensitive environment.

Bryning with Warton lies within National England Character Area 32 Lancashire Amounderness and Plains, which include several Statements of Environmental Opportunity (SEO). In particular the following, are identified as being of particular significance to Bryning with Warton:

SEO 1: Conserve, manage and enhance the river system and wetlands – including the Ribble Estuary – with their many associated drains, dykes and streams. This will improve water quality and supply, sustainably address flood risk management, and enhance biodiversity and the historic environment through a strategic, landscape-scale approach.

SEO 3: Promote the sense of place of the coastal and inland settlements, and protect the remaining rural character of the wider landscape from further loss and change from development pressures. Manage urban fringe development to ensure that it does not negatively impact the rural character of the area, and ensure that all development is of an appropriate type and scale. Provide good green infrastructure links to enhance people's enjoyment of and access to the varied landscapes and valuable recreational assets that the area provides.

The Fylde Coastal Masterplan has identified Warton as within Zone 6 of the Coastal Way, Warton and Clifton. The objectives in the Masterplan for Warton:

- enhanced recreational opportunities, incorporating improved access along the estuary frontage including opportunities for walking, cycling, horse riding and bird watching,
- schemes should complement the objective to support the BAE systems enterprise zone at Warton.
- Undertake environmental improvements to the estuary frontage and local environment including any areas of unused, or underused land.

The Community Engagement Event identified that residents wish to protect and improve existing habitats for wildlife within and around the village.

During the consultation process residents also identified the importance of preserving older buildings of character around Bryning with Warton in order to retain links with its heritage. With two listed buildings in Bryning with Warton being 204 Lytham Road Grade II listed and the Peg Mill Grade II listed.

Bryning with Warton has a unique character with urban aspects around the village centre with very rural surroundings which must be protected.

The Fylde Coastal Masterplan identifies an action to enhance the local centre through public realm improvements to the village centre of Warton.

POLICY BWNE3 - DESIGN TO REDUCE SURFACE WATER RUN OFF

The provision of sustainable urban drainage (SuDS) will be supported.

Where appropriate the design of new buildings and infrastructure should take account of existing topography to manage the flow of water along specific flow routes away from property and into appropriate storage facilities; and water attenuation facilities such as lagoons, ponds and swales should be provided.

Sustainable design of buildings which support rain water harvesting are supported. Storage of rain water for non-drinking water purposes such as watering gardens and flushing toilets is encouraged.

Areas of hard standing such as driveways and parking areas should be minimised and porous materials used where possible.

Background/Justification

To minimise the risk of flooding and the risk of pollution to the wider network of watercourses designed to maximise the retention of surface water on the development site and to minimise runoff.

SECTION 5: PLAN DELIVERY & IMPLEMENTATION

5.1 Approach

The following summarises the Parish Council's approach to delivery and implementation in each of the key areas of action; each area directly addresses the key concerns identified by the community.

Employment: (Policy BWE1)

The Parish Council will work with organisations such as (the local Chamber of Commerce, Lancashire Enterprise Partnership), major employers and other local businesses to improve local employment opportunities. The creation of more individual business premises/ workshops within the Parish will be encouraged together with bringing existing brownfield sites into broader economic use.

Transport and Infrastructure:

The Parish Council will work with Fylde Borough Council, Lancashire County Council and developers to find ways to improve road safety, address speed and parking issues, improve bus services, and improve existing (and create new) cycle and pedestrian routes, thereby creating safer and easier movement within and around the village ("permeability" in planning speak).

Local & Community Facilities:

(Policies BWLC1, BWLC2)

The Parish Council will work with local organisations and the Borough Council to improve facilities and services for local people of all ages, creating a vital and vibrant community hub based on an enhanced and improved Village Centre. They will also work with Fylde Borough Council and others on the design strategy for the centre that has been identified in the Fylde Coastal Masterplan).

Natural Environment:

(Policies BWNE1, BWNE2, BWNE3)

The Parish Council will work with the local (Lancashire and Ribble) Wildlife Groups to ensure that wildlife and the countryside within and surrounding Bryning with Warton is protected, enhanced and made more accessible, such as the Ribble Estuary SSSI & Nature Reserve and the Lancashire Coastal Way. This includes working with FBC and multi agencies to improve the coastal footpath for cycling and walking as part of the Fylde Coastal Masterplan.

The Parish Council will work with landowners and stakeholders to ensure that new development is integrated sympathetically into the existing village, enhancing the sense of community and visual appearance of the village and surroundings.



5.2 MONITORING AND REVIEW OF THE PLAN

The Parish Council will ensure that this Neighbourhood Plan is actively managed over the plan period. The Plan will be reviewed periodically to ensure that it takes into account possible changes in national planning policy or to the Fylde Borough Council strategic planning policy framework. Responsibility for providing the leadership for the Bryning with Warton Neighbourhood Plan will rest with Bryning with Warton Parish Council.

Each Annual Parish Council meeting, after the Plan's adoption, will include a detailed report 'Updates to the Bryning with Warton Neighbourhood Plan'. This will monitor the progress of the Plan in the previous year and the likely implementation and impact of the Plan for the forthcoming year.

The Parish Council website www.bryningwithwarton.org will carry an up to date report on progress with the Plan during its lifetime.

In 2020 and 2025 there will be thorough five year reviews of progress by a Steering Group which has a wider community base. The purpose of these reviews will be to guide the Parish Council in its stewardship of the Bryning with Warton Neighbourhood Plan, and to consider the need for proposing a review of, or amendment to the Plan to Fylde Borough Council.



In 2029 the Parish Council will again recruit a new Steering Group from within the community to undertake a review and decide on the need for a subsequent Neighbourhood Plan and if so decided, to overview the development of the subsequent plan which would commence in 2032.

SECTION 6: SUPPORTING INFORMATION AND EVIDENCE BASE

6.1 GLOSSARY OF TERMS

Consultation Statement

This sets out how the neighbourhood planning bodies have consulted with those who live, work and do business within the neighbourhood planning area.

Consultation Bodies

These are bodies which the local planning authority must consult if a planning application could affect their interests. For example, the Highways Agency must be consulted on applications that could affect a major road.

Core Strategy or Local Plan

Core Strategy is the name given to the high level strategic planning policy document for Fylde Borough Council, still in draft form, the previous version was adopted in 2005. It sets out a vision, objectives and detailed delivery policies for the Borough to 2030. The Bryning with Warton Neighbourhood Plan must be in conformity with the Core Strategy to 2031. The Core Strategy or Local Plan identifies where future development should take place to meet local needs for homes, businesses, shops and other services, as well as the infrastructure to support them. It also decides which areas should be protected from development because they are important to local people or have environmental or heritage qualities and should be conserved.

Development Plan

This is the legal term used to describe the set of planning policy documents which are used to determine planning applications within a particular area.

The Bryning with Warton Neighbourhood Plan will form part of the Development Plan for Fylde Borough Council, together with the Core Strategy and saved Local Plan policies.

Habitat Regulations Assessment

An environmental assessment required by law to identify any impact on protected European sites protected for their flora, fauna, or birds.

Highway Authority

They are responsible for producing the local transport plan and for managing existing or proposed new local roads in the area. In most places, the local highway authority is part of the county council, the metropolitan council or the unitary authority.

Infrastructure

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Local Development Scheme

This sets out the documents that will make up the Local Plan, their subject matter, the area they will cover, and the timetable for their preparation and revision. Local planning authorities must prepare and maintain the Local Development Scheme, and publish up-to-date information on their progress.

Local Planning Authority

The local government body responsible for formulating policies, controlling development and deciding on planning applications. This could be a borough council, unitary authority, metropolitan council or a National Park Authority.

Localism Act 2011

A major piece of new legislation which includes wide ranging changes to local government, housing and planning. Included in this new Act is the introduction of Neighbourhood Development Plans.

Material Consideration

A factor which will be taken into account when reaching a decision on a planning application or appeal. Under section 38 of the Planning and Compulsory Purchase Act 2004, decisions on planning applications 'must be made in accordance with the development plan unless other material considerations indicate otherwise'. The courts ultimately decide on what constitutes a material consideration. However, a case law gives local planning authorities a great deal of leeway to decide what considerations are relevant, and how much weight they should be given, each time they decide on a planning application. In practice, government planning policy is often the most important material consideration, other than the Development Plan. Government policy may override the Development Plan if it has been consulted on and published more recently.

National Planning Policy

National planning policies that local planning authorities should take into account when drawing up Development Plans and other documents, and making decisions on planning applications. In the past these policies have been included in Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). The Government has recently replaced existing guidance with a new National Planning Policy Framework.

Neighbourhood Development Plan, Neighbourhood Plans, or Neighbourhood Development Plans

These were introduced by the Localism Act 2011. The term may also be used by some to refer to the Neighbourhood Development Orders, which were also introduced by the Localism Act 2011 and are a second tool to enable



neighbourhood planning. Communities will be able to prepare neighbourhood planning documents, outlining how they would like to see their area developing in the future.

Open Space

Space that is of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity or a haven for wildlife.

Parish Council

Parish councils are the tier of governance closest to the community. Around 30% of England's population is governed by a parish council, predominantly in rural areas. Parish councils are elected bodies and have powers to raise taxes. Their responsibilities vary, but can include provision of parks and allotments, maintenance of village halls, litter control and maintenance of local landmarks.

Public Open Space

Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Ramsar Sites

Wetlands of international importance, designated under the Ramsar Convention.

Section 106 Agreement

A legal agreement under Section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Sustainability Appraisal

This document assesses the economic, environmental and social impacts of a proposed policy or plan, to ensure that it would contribute to achieving sustainable development. Development Plan Documents (DPDs) have to undergo Sustainability Appraisal, but Supplementary Planning Documents (SPDs) do not.

6.2 ACKNOWLEDGEMENTS

Acknowledgements and thanks are due to the following who all played a part in delivering this Neighbourhood Plan:

- Residents of Bryning with Warton and other contributors.
- Members of Bryning with Warton Parish Council Neighbourhood Plan Steering Group who took the lead in producing the Neighbourhood Plan.
- The Parish Clerk for being the Secretary to the Steering Group and for his support to the process.
- Officers of Fylde Borough Council for the support and advice they gave as the Neighbourhood Plan was developed.
- Kirkwells Planning Consultants.

6.3 REFERENCE DOCUMENTS

- Bryning with Warton Neighbourhood Plan – National and Local Planning Policy Assessment
- Bryning with Warton Neighbourhood Plan Sustainability Appraisal
- Bryning with Warton Sustainability Appraisal Scoping Report and Baseline
- Fylde Borough Council Preferred Options Local Plan to 2030 2014-2030
- Fylde Borough Council Local Plan Adopted 2005
- Localism Act 2011 – Department for Communities and Local Government
- Neighbourhood Planning Regulations 2012
- National Planning Policy Framework 2012
- National Planning Practice Guidance 2014
- Town and County Planning Act 1990 (Section 106 Planning Obligations)
- 2011 Census
- Assisted Area Status – Map 2014-2020
- BBC Doomsday Project
- Parish Poll
- Fylde Borough Council Employment Land and Premises Study
- Fylde Borough Council Coastal Masterplan
- Fylde Borough Council Open Space, Sports and Recreation Study/Assessment 2008
- Sustrans
- Natural England Character Areas – Lancashire Amounderness and Plains