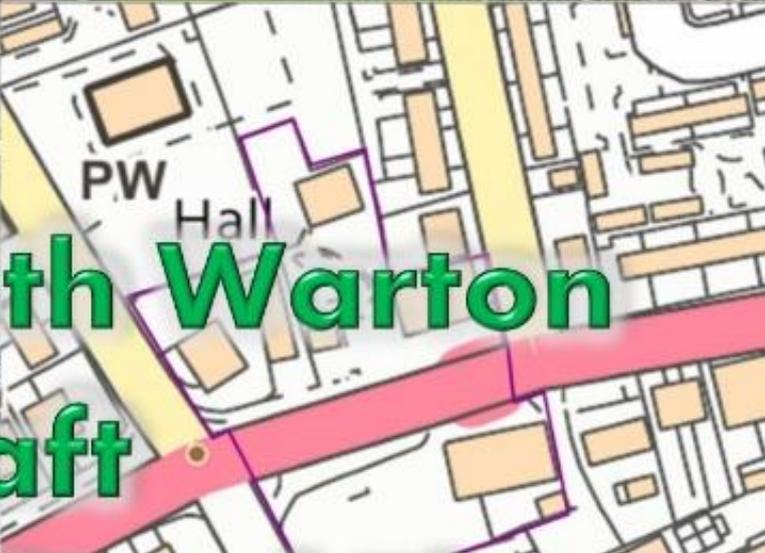
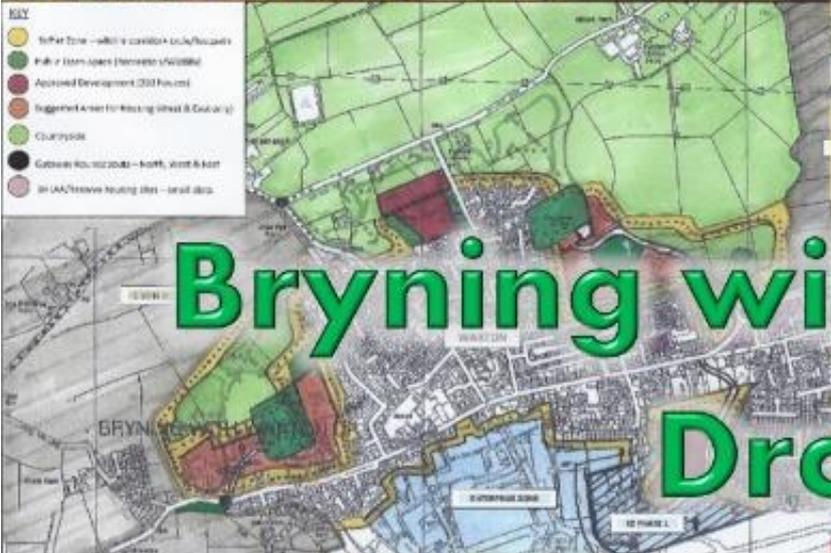


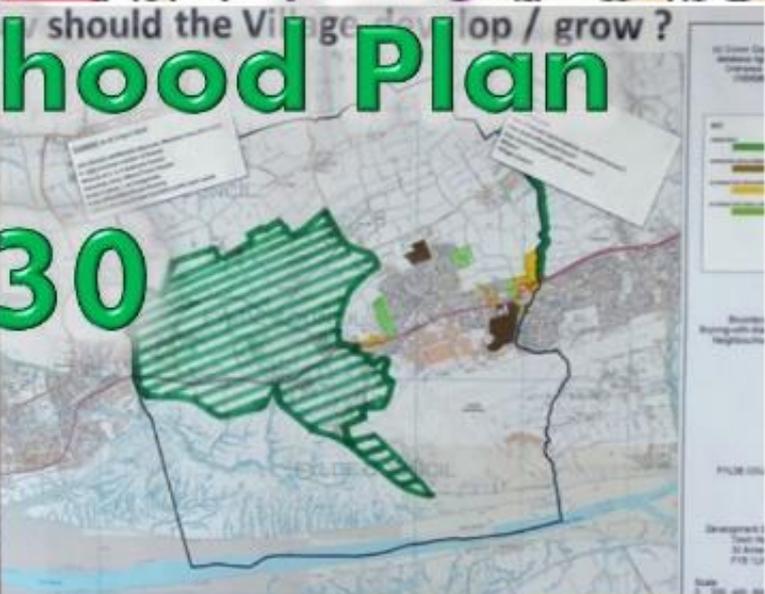
Regulation 14 consultation draft produced by Bryning with Warton Neighbourhood Plan Steering Group, July 2014



Bryning with Warton Draft

Neighbourhood Plan

2030



At a glance: main features of the Neighbourhood Plan

This draft version of the Neighbourhood Plan is published for six weeks of public consultation from 9th of July to 20th of August 2014.

The Plan is important to all those who live, work or do business in the area.

The Plan has been prepared by a Steering Group working on behalf of the Parish Council.

The Parish Council is now inviting comments on this document. After consideration of any comments made, the plan will be revised and a "Submission Version" of the plan submitted to Fylde Borough Council. The Plan will then be tested at independent examination.

This summary outlines the main features of the Neighbourhood Plan but you are encouraged to read the entire document which explains the principles, policies, evidence and key factors behind the policies and proposals.

You will be aware that Bryning with Warton has already begun to grow. At the time of writing, planning applications have been approved for housing development totalling 416 dwellings, with over 700 more awaiting determination. This combination of development pressure and a lack of up to date planning policy in Fylde, has led to a high level of ad hoc development.

Applicants have taken advantage of the emerging Local Plan, which has only reached Preferred Options stage but had identified a total of 1,160 houses for Warton, a figure which is highly contested.

Local decision-making needs to take over and a level of housing more in line with the size and scale of Warton Village is put forward in this Neighbourhood Plan. The Parish Council consider this is commensurate with Warton as a village community and will bring palpable social, economic and environmental benefits.

In recognition of this, Fylde Borough Council has recently agreed to reduce the number of houses planned for Warton to 650 in the next version of the Local Plan.

The main features of the emerging Bryning with Warton Neighbourhood Plan are:

- 1. To manage growth of up to 638 dwellings with a balanced distribution between the east and west of Warton.**
- 2. To ensure that all new development preserves the rural character of the village.**
- 3. To ensure that green buffers around new development provide wildlife and amenity space.**
- 4. To create attractive eastern, western and northern gateways into the area and improve transport and traffic management.**
- 5. To enhance the village centre.**
- 6. To create and enhance open space in the east and west of the village.**
- 7. To provide additional amenities and community infrastructure.**

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PREFACE

The Draft 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.

HOW THE PLAN IS ORGANISED

The Plan is divided into 7 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, including site specific briefs for the allocated development sites.

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 7: How to Comment on this document

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 are in general conformity with higher level strategic planning policy, as required by the Localism Act, and the National Planning Policy Framework.

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' will be prepared on submission of the next draft of this Plan to Fylde Borough Council. This ensures that the Neighbourhood Plan meets Regulation 14 of the Neighbourhood Planning (General) Regulations 2012.

The Neighbourhood Plan provides local people with the opportunity to have more control over where development should go and how it can benefit the community.

The Neighbourhood Plan, when made (adopted) by Fylde Borough Council, will seek to preserve what makes Bryning with Warton special and result in a more planned and co-ordinated form of development.

The Neighbourhood Plan for Bryning with Warton reflects the desires of the community to ensure that facilities and services are provided as part of any additional housing development.

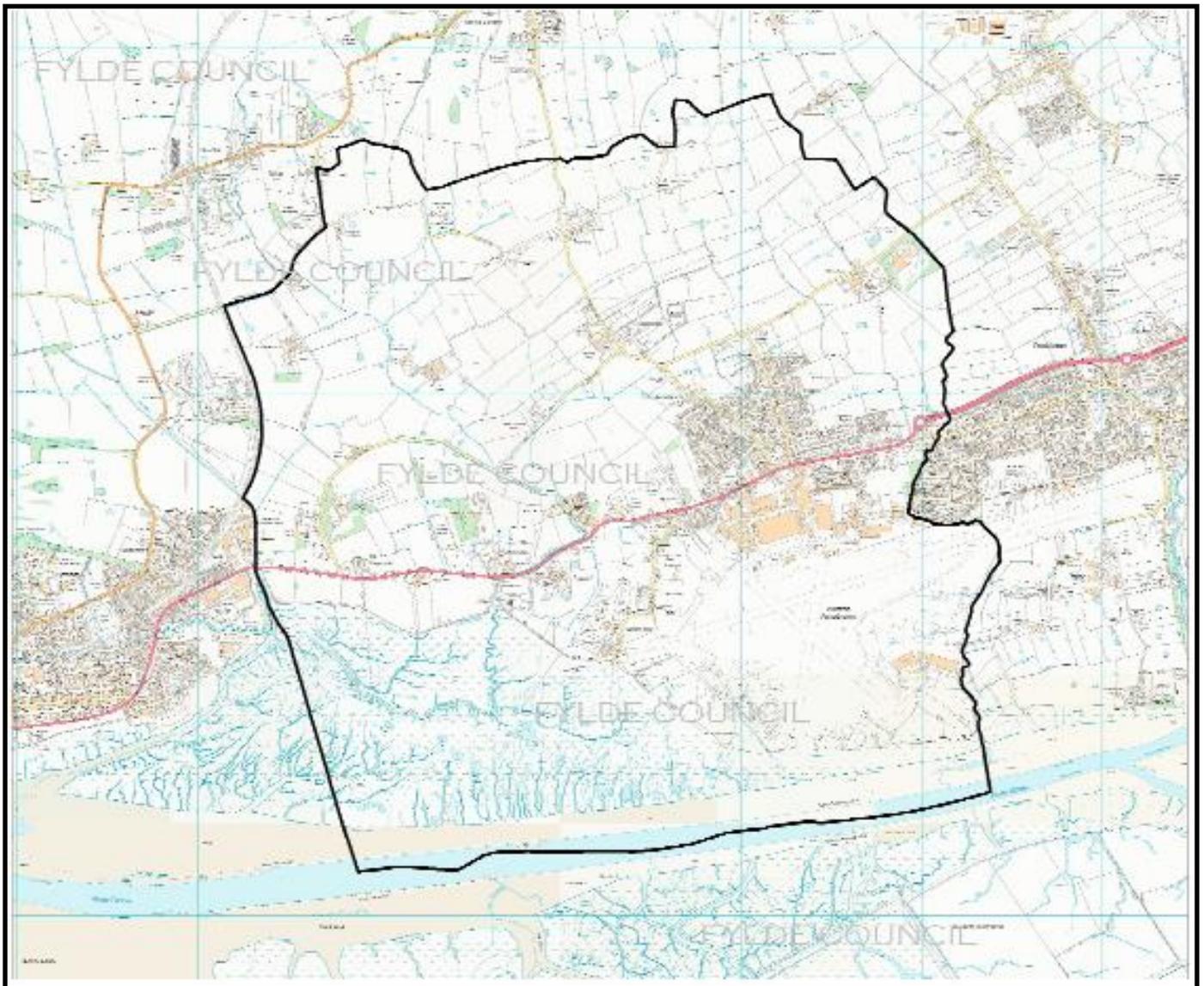
In order to provide a structure which meets the needs of a growing population, safeguards the environment and builds the local economy, the Plan must be flexible, adaptable and, above all, sustainable in order to ensure the future wellbeing of the community.

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.

1.3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

Neighbourhood Plans were introduced through the Localism Act 2011. Part of the Government's devolution of power to local communities, this significant new power is granted to Parish Councils. In using this power some important fundamental principles have to be followed.



One of these is that all Neighbourhood Plans must be in line with national planning policy and in "general conformity" with the strategic planning policy of the local planning authority, in this case Fylde. Currently this is the Fylde Local Plan as amended in 2005.

Neighbourhood Plans must also meet any relevant European Union regulations, such as those on strategic environmental assessment and habitat regulations (HRA). A HRA has been undertaken for the Fylde as part of the emerging Local Plan preparations.

The Plan must also promote sustainable development and a Sustainability Appraisal has been prepared to accompany this 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 the adopted Local Plan for their area, but they should also take account of emerging Local Plans, such as that being prepared by Fylde. In this regard one important feature of the Bryning with Warton Neighbourhood Plan is that it addresses the same time period as the new emerging Local Plan – and that is up to 2030.

Whilst planning applications will still be determined by Fylde Borough Council the production of a Neighbourhood Plan gives local people, through the power granted to the Parish Council, the ability to decide where new housing, leisure,

retail and employment development should go; and how the village should change up to 2030.

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:

- The development of housing (location, type, tenure etc.);
- 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).

Note: Lancashire County Council are a consultee and will address any education needs, therefore any need for provision of new schools is not covered in this Plan.

1.5 THE NEIGHBOURHOOD PLAN PROCESS

1. Defining the Neighbourhood Area
Bryning with Warton Neighbourhood Area Approved 25th October 2013



2. Neighbourhood Plan Steering Group Incorporated
28th November



3. Funding Option
Locality UK Neighbourhood Plan Grant funded by the Department for Communities and Local Government.
Bryning with Warton Neighbourhood Plan Steering Group funding application successful and will receive £7,000



4. Planning Consultants
Bryning with Warton Neighbourhood Plan Steering Group enlisted the services of Kirkwells Planning Consultants February 2014

5. Neighbourhood Plan Launch Event
Initial Community Engagement
3rd April 2014



6. Preparing the Plan
Key issues, objectives, our vision and Policies
This is where we are now



7. Consultation and Independent Checks
6 week compulsory consultation
Then the plan will be submitted to Fylde Borough Council who will formally publicise the proposals for a further 6 week consultation
Independent Examination



8. Referendum
Neighbourhood Plan needs to achieve more than 50% of the vote in its favour.



9. Adoption by Fylde Borough Council
Made as part of the statutory Local Development Plan for Fylde



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.
- There are a small number of community facilities within the village, mostly centred at the Village Hall or at Bridges Playing Fields.

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.

1.8 ABOUT BRYNING WITH WARTON

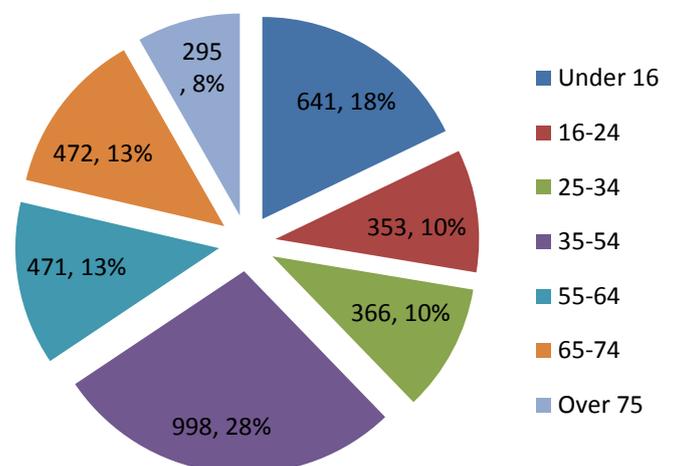
Bryning with Warton is a parish on the south coast of the Fylde in Lancashire with part of the parish lying along the Ribble Estuary. It includes Warton, Bryning and Kellamergh. It has a number of farms and other businesses located within its boundaries.

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).

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.

Age Structure of Bryning with Warton Residents



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, provide 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 Salmesbury 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 operated by Stagecoach to Preston and Blackpool, and the 78 operated by Coastal Coaches to Wesham and St Annes Square.

The trip into Preston runs every 15 minutes with a journey time of 30 minutes and the trip to Blackpool runs every 15 minutes. Bus services commence at 6:15am to Blackpool with the last bus from Blackpool to Warton leaving at 23:00 pm. The last bus from Preston to Warton leaves at 23:10 pm. There are reduced services 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.

Table 1 - Housing - tenure and household mix (2011 census)

<u>Household Mix</u>	<u>No of dwellings</u>
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 Commercial Building	9
Caravan or other mobile home	106

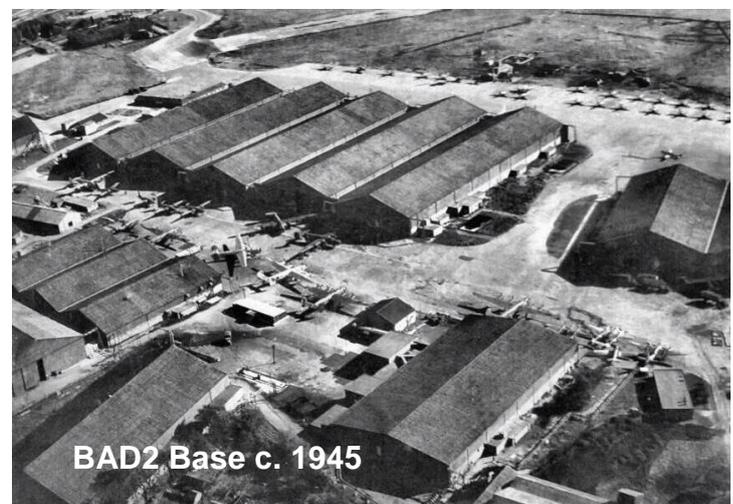
1.9 BRIEF HISTORY OF BRYNING WITH WARTON

Up until the late 1800's 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 1930, 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 2014 – 2030

The aim for the parish of Bryning with Warton is that it should retain its village character. Residents have made this clear on many occasions that they wish 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 Draft 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 to 2030. The poll results represented a resounding opinion that the scale of development proposed was too high.

The Community Engagement Event held in April 2014 identified many concerns from the residents, the full results of which will be incorporated into a report to form part of the Evidence Base for this Neighbourhood Plan.

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.
- The emerging Fylde Borough Council Local Plan proposed 1,160 additional dwellings for Bryning with Warton up to 2030. Residents do not agree with the 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 coordinated 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 the need to change buses twice. Duration could be up to 1hr 30mins.
- Traffic concerns on Lytham Road amounting to congestion.
- 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 route.
- 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 have 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 15-20 years 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.

3. To ensure any new developments respect the design and quality of existing buildings.
4. To ensure that all new developments have significant green buffers to enhance biodiversity and protect the rural character and amenity of Bryning with Warton.
5. To ensure new developments 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.

OBJECTIVES

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

1. To accommodate future housing growth of up to 638 new dwellings in a manner that ensures the preservation of the rural character of the parish and its countryside setting with visible improvements and benefits to the parish.
2. To ensure that new development integrates with and benefits existing communities.



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.

The Plan fully accords with the requirements for public consultation as set out in the Localism Act.



SECTION 3:

NATIONAL, LOCAL AND NEIGHBOURHOOD PLANNING POLICIES

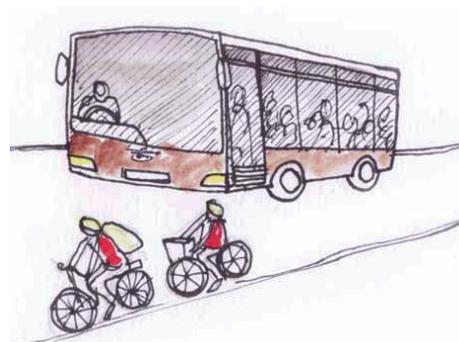
3.1 National Planning Policy

The National Planning Policy Framework (NPPF) and associated Guidelines (NPPG) set 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. The Local Plan has not been adopted and is only at Preferred Options stage and is the subject of a number of objections – therefore at this time it carries limited weight.

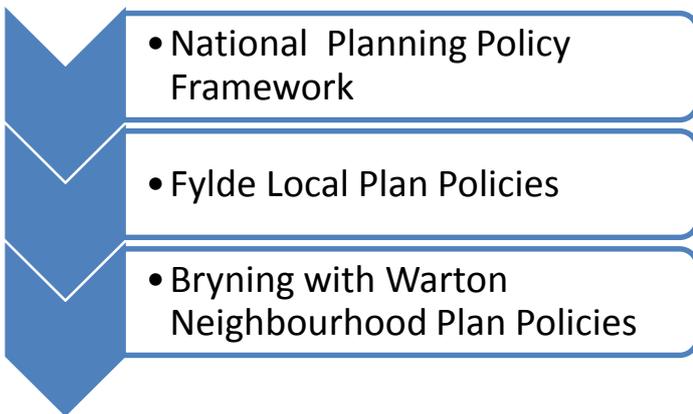
The Preferred Option Local Plan identifies Warton as one of four Strategic Locations for Development but crucially states that *"It is important that development within these Strategic Locations for Development is accompanied by the timely provision of the necessary infrastructure. The draft Infrastructure Delivery Plan (IDP) identifies the required essential strategic infrastructure – what it comprises and where it applies, when it will be needed, as well as the likely providers and funding sources. Where there is a funding shortfall developers will be expected to provide or contribute towards the necessary infrastructure"* (para 6.12 Preferred Option)

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 but also, importantly, takes account, where necessary, of the emerging Local Plan (e.g. by using an end date of 2030) and is developed to take full account of the views of the community and others raised during consultation and engagement.

To this end, the NPSG has been engaged in a productive three-way dialogue with Fylde Borough Council planners and a government agency – ATLAS (Advisory Team for Large Applications). ATLAS “provide an independent and impartial advisory service and work with local authorities, the private sector and key agencies in helping to deliver high-quality sustainable development through effective planning processes, collaborative working and the promotion of good practice.” This is enacted through a masterplanning approach.

3.3 Neighbourhood Plans

A Neighbourhood Plan therefore must endeavour to support the strategic development needs set out in the Local Plan, (which in itself has to take account of the National policies), and plan positively to support local development.



Critically, this means that Bryning with Warton’s community must:

- develop plans that support the strategic development needs set out in Fylde’s Local Plan, including policies for housing and economic development;
- plan positively to support local development, shaping

and directing development in the area.

The Neighbourhood Plan must therefore address the development and use of land. This is because the Neighbourhood Plan will become part of the statutory Development Plan once it has been brought into legal force by the Planning Authority.

Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the local area to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

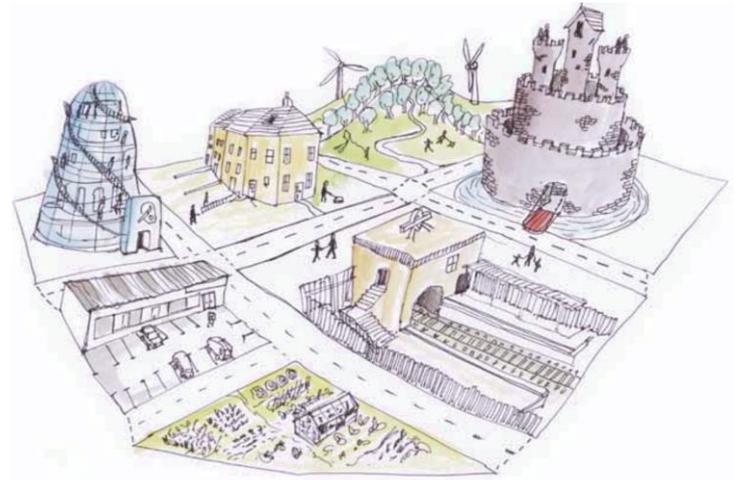
- **are visually attractive as a result of good architecture and appropriate landscaping.**

This Neighbourhood Plan reflects the influence of the past including the impact that significant post-war development has had on the present physical character of the village within its rural setting and the presence of such a large employer (BAE). This Plan seeks, where appropriate, to retain and enhance the best aspects of the village whilst recognising the need to sustainably grow and prosper.

SECTION 4:

POLICIES AND PROPOSALS

4.1 Background



This section sets out the planning policies that will be used up to 2030 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.

Development of policies that aim to set out an amount of appropriate housing, and the distribution and location of such housing, has had to be mindful at all times of:

- The development strategy for Warton as specified in the evolving Local Plan; and
- Planning applications for housing developments in and around the Warton settlement.

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:

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

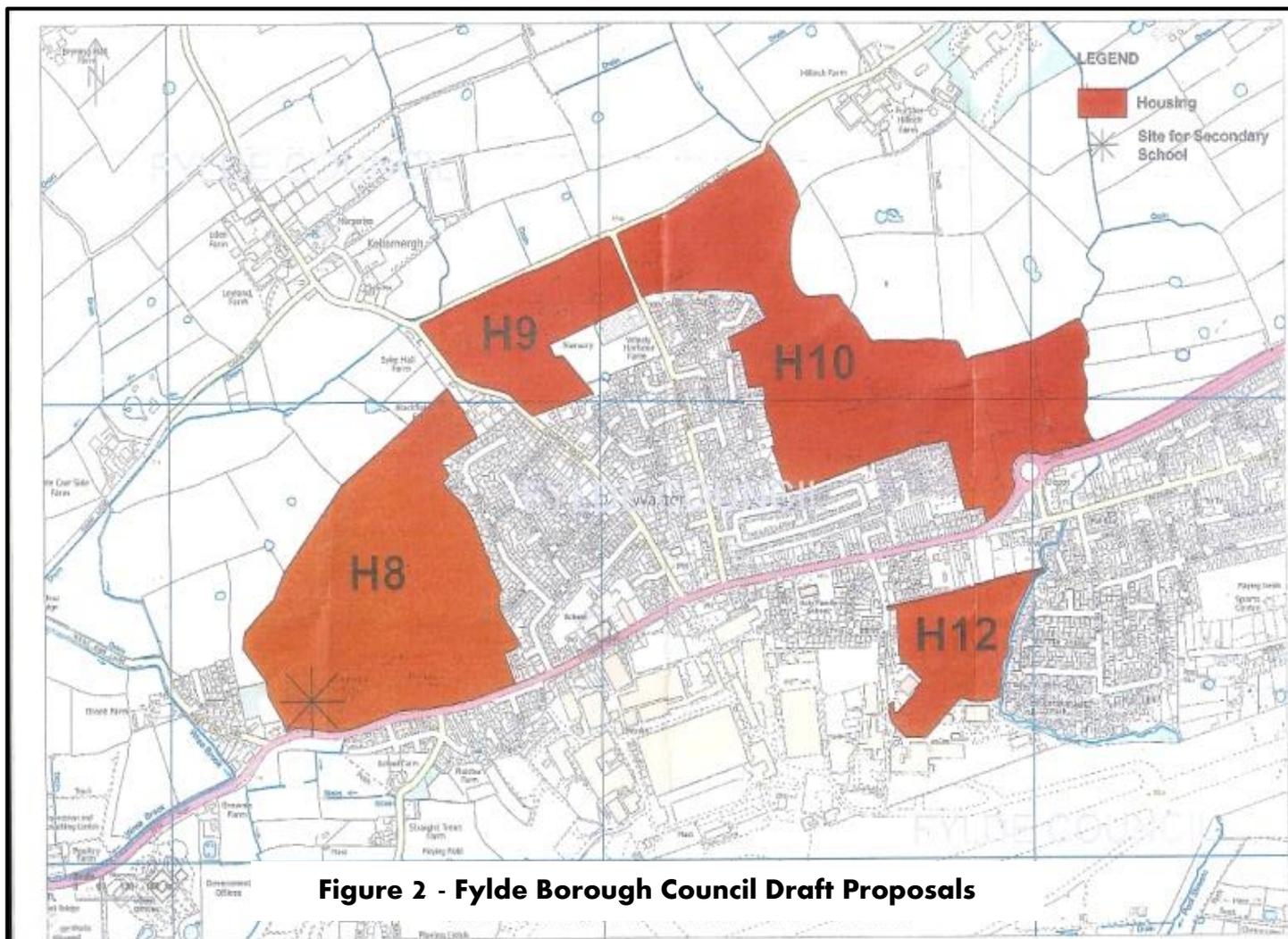


Figure 2 - Fylde Borough Council Draft Proposals

4.2 Housing

BACKGROUND

The Fylde Borough Council Preferred Options Local Plan that was published in June 2013 for public consultation put forward Warton as a Strategic Location for Development and the site for up to 1,160 new homes by 2030 in designated areas around Warton (see Figure 2 above).

The Neighbourhood Plan Steering Group, and the community in Warton, have concerns in relation to this scale of development. This is due to the inconsistencies in the evidence base and the inability of the current infrastructure to cope with development of the scale proposed. These concerns are fuelled by a succession of planning applications submitted by developers on the back of Fylde Borough Council's Preferred Options Local Plan (Figure 3 – see next page).

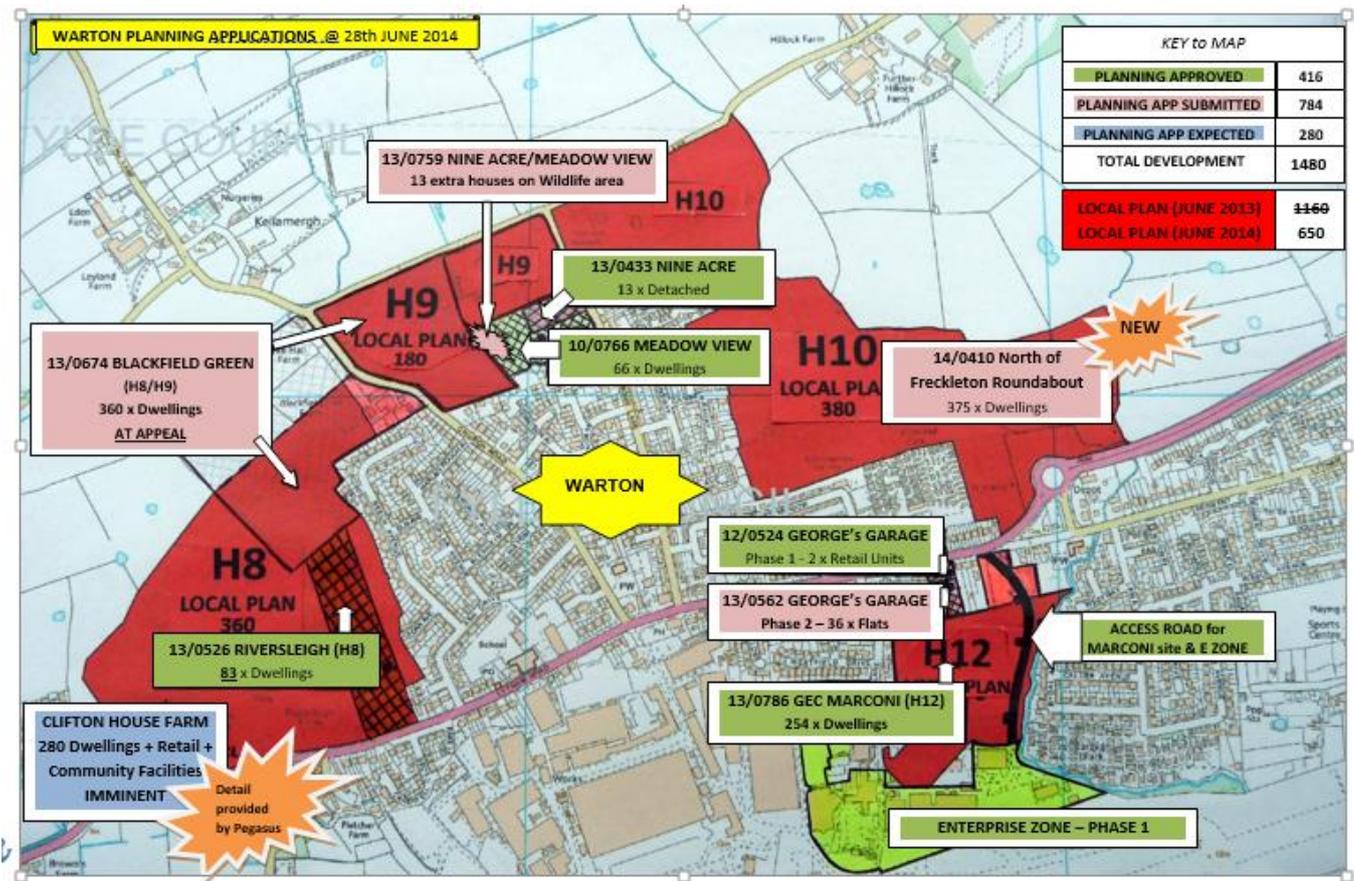


Figure 3 - Map with all current Planning applications. Green = Approved Pink = Pending Blue = Imminent

The Neighbourhood Plan Steering Group had a productive meeting with ATLAS and Fylde planners on 9th May 2014 at which the Steering Group were informed that the Neighbourhood Plan would effectively be the Master Plan for future development.

ATLAS also made it clear that they had envisaged the original Preferred Options Local Plan Site Allocations map to only be 55% developed.

They presented an indicative plan of Warton showing potential sites for development and buffer areas (see Fig 4).

Since then, the Steering Group has put a large amount of time and effort into comprehensively assessing how much, and where, development would be best located.

We looked at various options: % of the 1160 – Fylde Borough Council’s Draft Proposal

- 40% density= 464 houses = 28% growth
- 55% density= 638 houses = 40% growth
- 60% density= 696 houses = 46% growth

40% was ruled out as 416 houses have already been approved for building by Fylde Borough Council.

60% was ruled out as being unsustainable.

55% was proposed as we felt it could be supported and justified as long as there were key conditions regarding services, amenities and infrastructure. This was approved by Bryning with Warton's Parish Council on Tuesday 3rd June 2014.

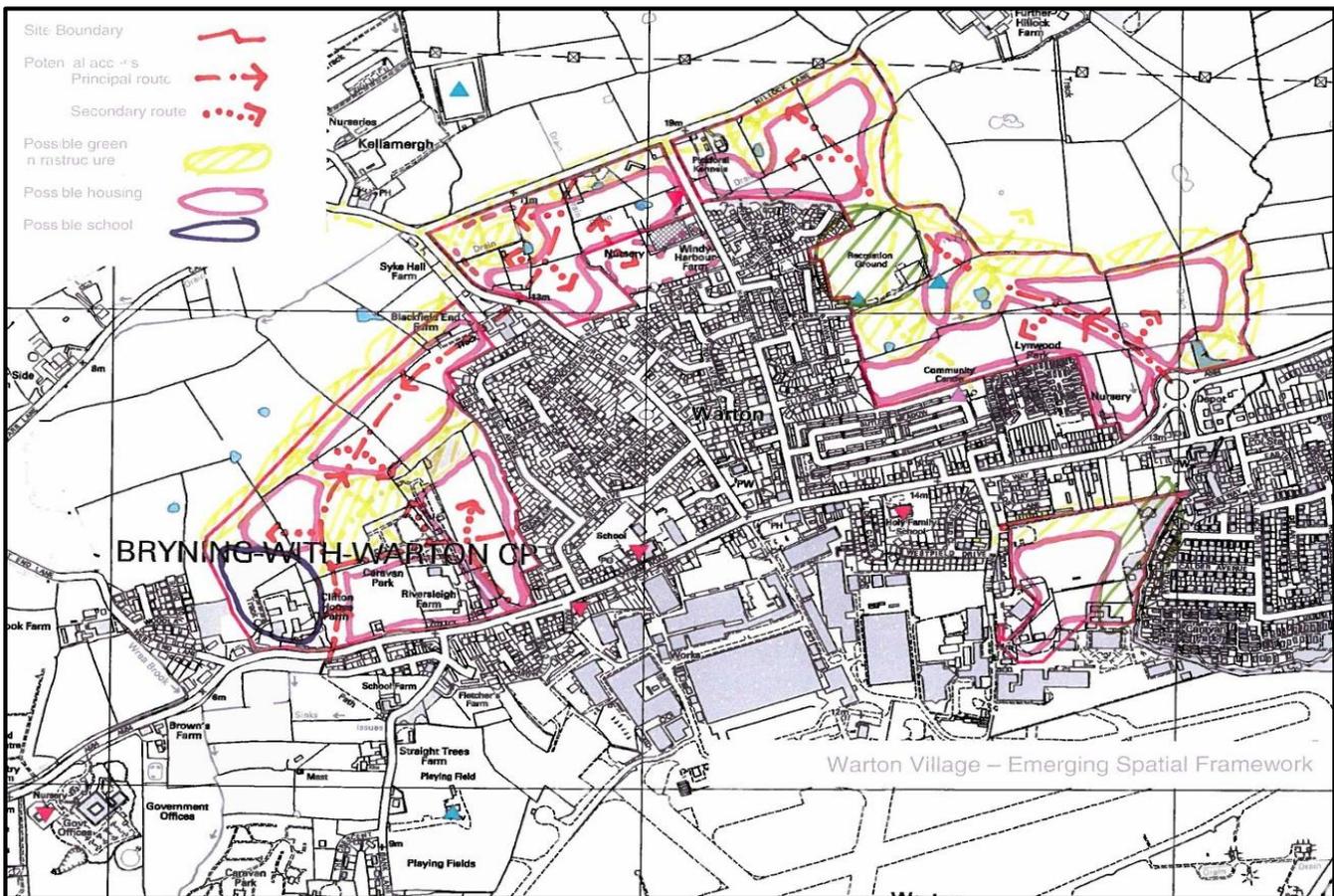


Figure 4 - ATLAS Indicative Plan

POLICY BWH1: TO ALLOCATE LAND FOR HOUSING GROWTH OF UP TO 638 NEW HOMES

See Figure 5 for the - Bryning with Warton Neighbourhood Plan Housing Land Allocations

Allocation & distribution – Justification

North

No further housing development will be permitted to take place in the area of Church Road/Bryning Lane, Hillock Lane and Harbour Lane. This is in order to protect the countryside and rural visual aspect on the northern approach (gateway) into the village; also to protect the national and county cycle routes that use these same roads

H1 - West

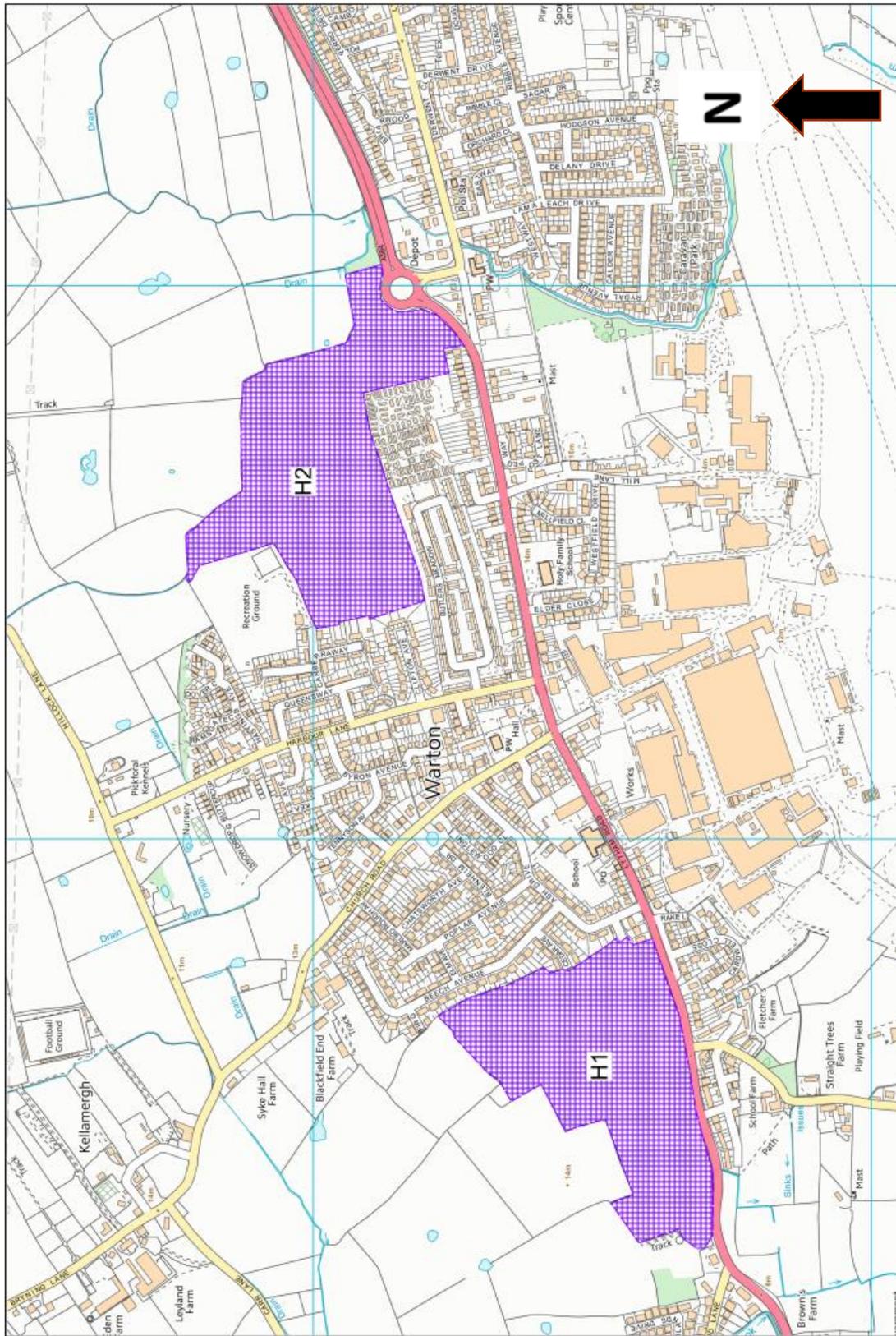
The Steering Group recognise the need for some development but this is constrained by the capacity on the highway and the need to minimise the amount of resultant traffic that will pass through the village centre at the crossroads of Lytham and Church Roads.

H2 - East

The allocation recognises and takes advantage of the vastly superior access to the Freckleton Bypass and Freckleton's local services and the future M55 Junction 2.

Figure 5 – Housing Allocations

Housing Allocations



POLICY BWH2: TO PROMOTE A LEVEL OF HOUSING GROWTH THAT IS PROPORTIONATE TO THE SIZE AND FUNCTION OF WARTON VILLAGE.

Within the defined village boundary new housing development will be permitted when it meets the following:

1. It incorporates appropriate buffer areas to protect the amenity of existing residents, the countryside setting of Warton and enhances existing or creates suitable wildlife habitats and corridors, see Figure 6. These buffer areas should be substantial areas of open space, avoiding the creation of narrow footpath sized strips of land that simply become alleys or ginnels;
2. It incorporates high quality public open space;
3. The necessary infrastructure upgrades to highways and drainage have been incorporated in the approved housing schemes (e.g. through S106 Agreements) and the appropriate works are in place before development commences;
4. The commensurate and necessary improvements to services and amenities have been identified and agreed;
5. A high level of residential amenity is maintained and provided for occupiers and adjoining residents;
6. Appropriate access is provided and the proposed development does not lead to significant road issues that compromises the safety of residents and the free flow of traffic; and it
7. Includes contributions, where appropriate, to sustainable transport measures, green infrastructure, local services and community facilities.

POLICY BWH3: HOUSING MIX, DESIGN AND DENSITY (INCLUDING PROVISION OF AFFORDABLE HOUSING).

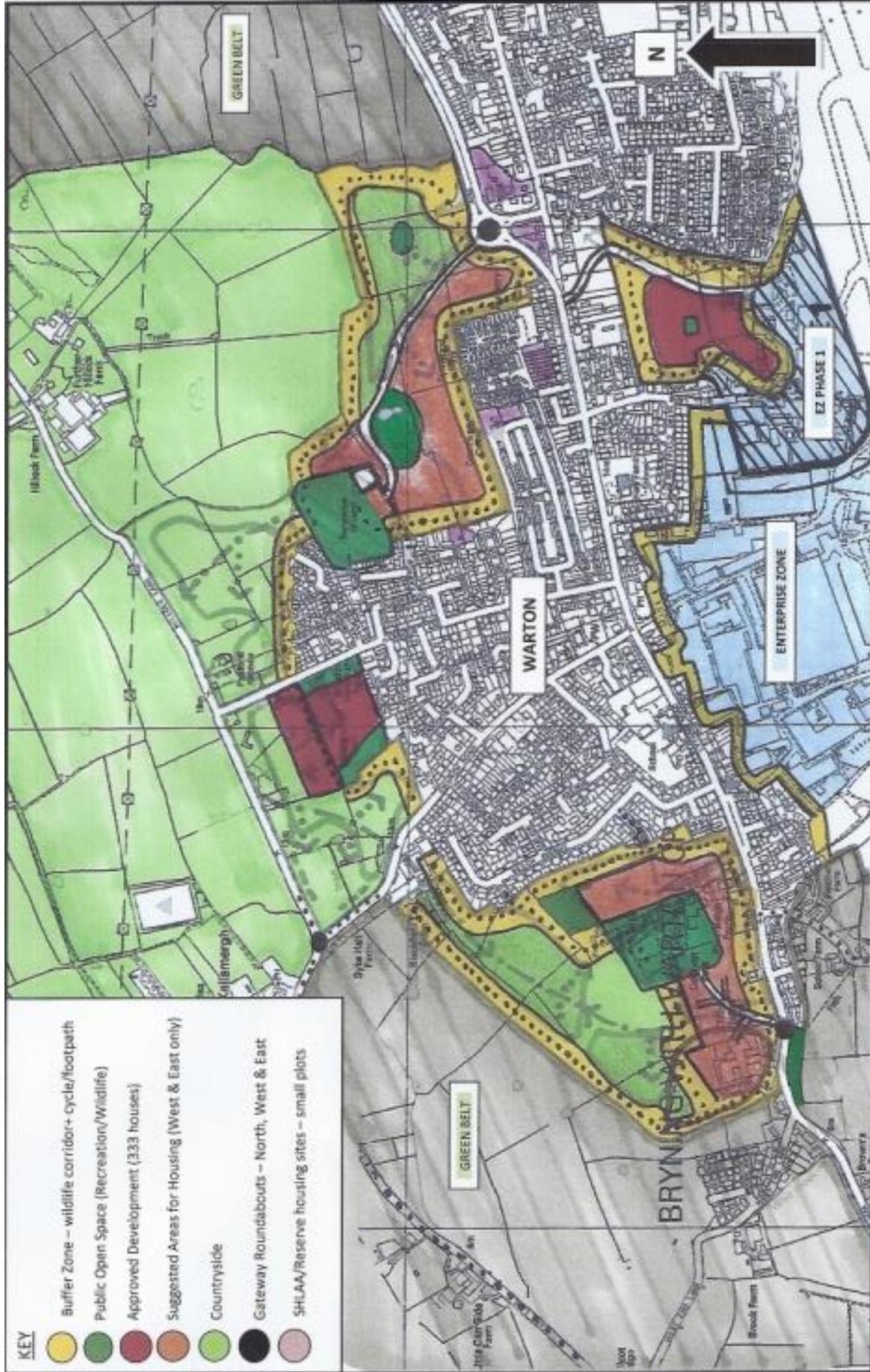
New housing development which provides a mixture of housing types including family homes, starter homes, and homes designed for older people (including bungalows) will be encouraged.

All new development proposals of 10 or more dwellings will be expected to include a suitable mix and type of homes, including homes for families and older people.

All new developments must meet identified needs within the community with a minimum of 30% of all new housing developments of high quality affordable housing and suitable to meet the needs of older people and those with disabilities.

All new development must be of high quality and incorporate the principles of good urban design.

Figure 6 – Housing Concept Plan – Buffer Zones, Open Spaces and Green Routes



POLICY BWH4: HOUSING RESERVE SITES AND WINDFALLS

It is accepted that there may be some need for additional housing development over the life of the Neighbourhood Plan. Figure 7 identifies five reserve housing sites, R1, R2 and R3. Development on these sites will only be permitted on completion of development at housing allocations H1 and H2.

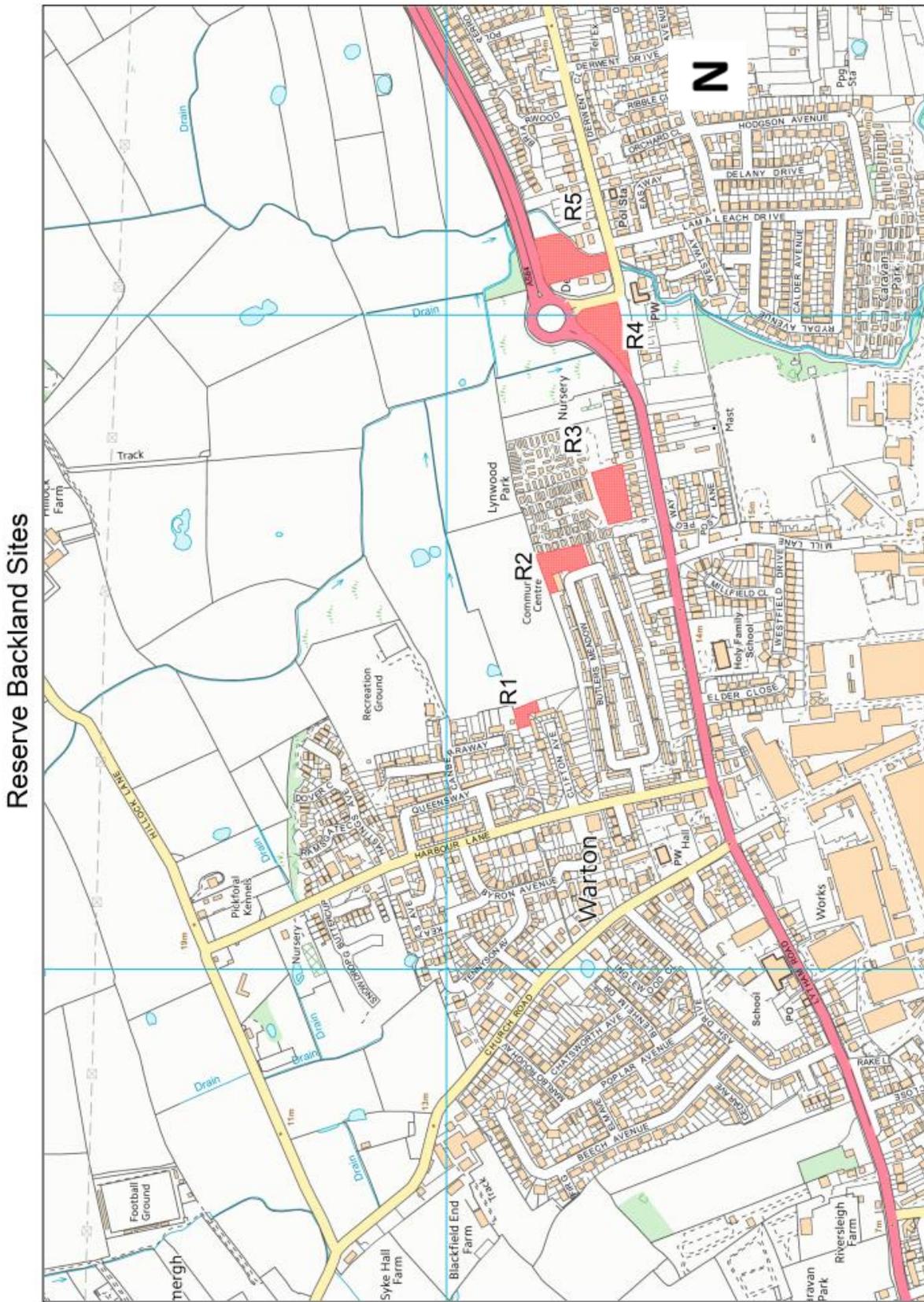
Small, well designed windfall residential sites which do not have a detrimental effect on the surrounding area and neighbouring properties will be supported:

- i. In principle development will be supported on sites of less than 5 dwellings on previously developed land.
- ii. In respect to back land and tandem development in gardens of existing properties; such developments will be resisted where they have the potential for loss of amenity of neighbouring properties; through loss of privacy, loss of daylight, visual intrusion by a building or structure, loss of car parking, loss of mature vegetation or landscape screening and additional traffic resulting from the development.
- iii. Any windfall, back land or tandem development must have a direct highway frontage.

Background/Justification

This policy seeks to ensure that windfall housing sites that come forward during the plan period are managed in a suitable manner.

Figure 7 – Housing Reserve Sites



4.3 EMPLOYMENT

POLICY BWE1 – PROMOTING EMPLOYMENT GROWTH:

Development to provide new and improved employment opportunities for local people and provide the right circumstances for businesses to start-up and grow will be permitted.

The existing employment area at BAE Systems will be protected as a Key Employment Area, recognising that it provides the only significant employment opportunities at present.

Land will be allocated at the Enterprise Zone to create employment for local people and contribute towards the local economy. This will require the cooperation of the Lancashire Enterprise Partnership.

Employment opportunities on mixed-use development sites will be supported providing that the type of use proposed would not have a detrimental effect on the environment or well-being of people in neighbouring properties.

Background/Justification:

Fylde Borough Council's *Employment Land and Premises Study* identified Warton as having no available industrial or warehouse space to accommodate expanding local businesses or encourage new local business/entrepreneurs. This will become more critical as the Warton & Westby Ward has been accepted as an economically disadvantaged area and awarded Assisted Area Status, thus enabling local businesses to apply for European Union/Government funding. But the area of Warton itself would be unable to take advantage of

Assisted Area Status due to lack of such available space.

Fylde Borough Council's *Employment Land and Premises Study* stated that the Enterprise Zone "will create 500 new jobs by 2015" with further growth beyond. But it is now on record, and widely recognised, that the Enterprise Zone is going to be a 'slow burner' and that together with BAE systems Warton is unlikely to provide any increase in employment in 10 years' time than are currently provided at the BAE systems site. Whilst it is welcomed the fact that the Enterprise Zone is intended to attract new 'high-end' business from outside the region, the NPSG also understand that it was acknowledged early on that there "may be exceptional circumstances where a local occupier relocation or expansion could be appropriate – though they may not qualify for the Zone benefits".



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

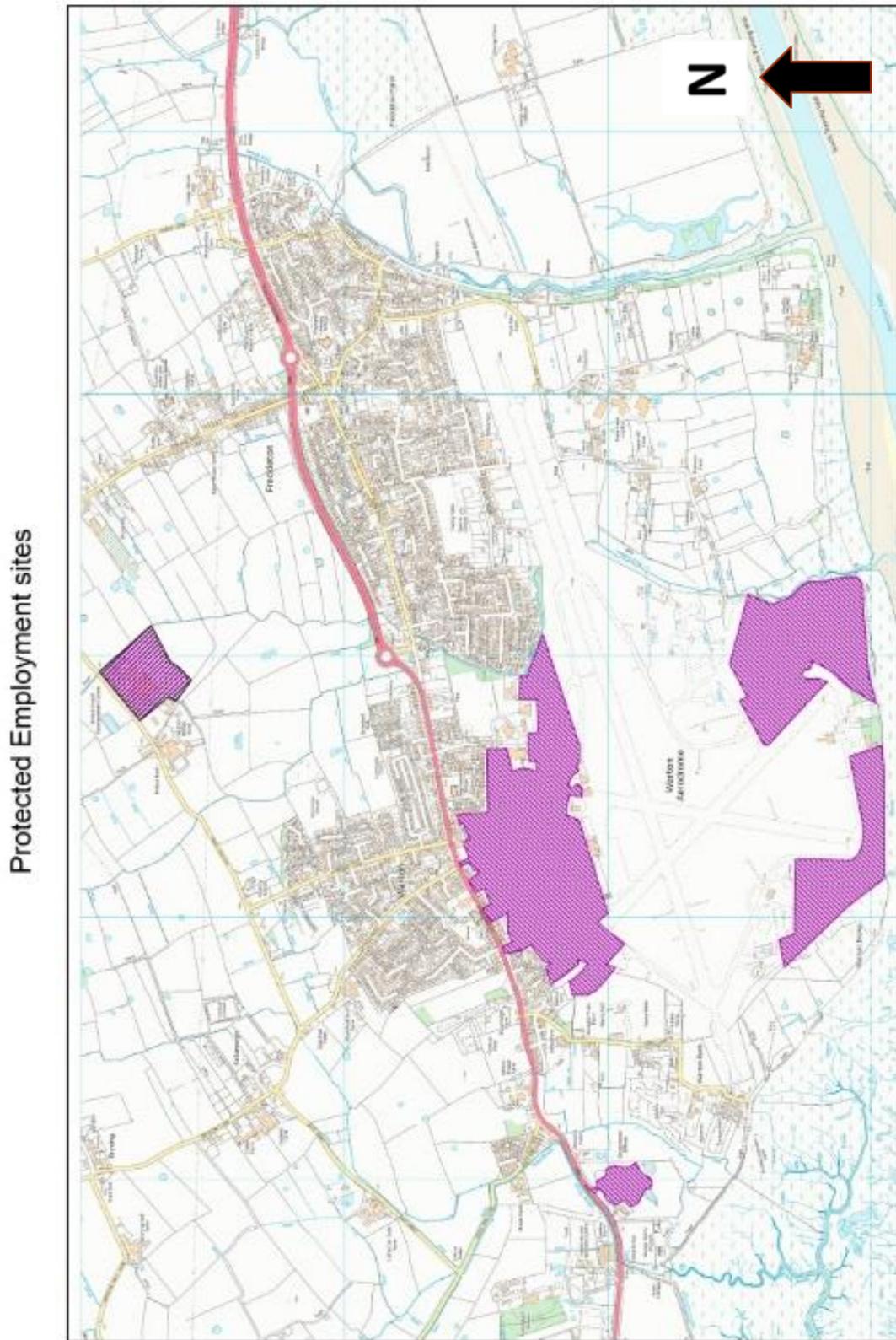
POLICY BWE2 – PROTECTING EXISTING EMPLOYMENT

The larger employment sites shown on Figure 8 will be protected for employment uses (Use Classes B1, B2 and B8).

Development for non-employment generating uses will only be permitted on these larger sites when it can be clearly demonstrated after a lengthy period of active marketing that the site is no longer viable, or suitable, in environmental terms for continued employment use.

Existing small employment sites, not shown on Figure 8 will also be protected. Change of use will only be permitted when it can be clearly demonstrated after a lengthy period of active marketing that the site is no longer viable or suitable in environmental terms for continued employment use.

Figure 8 – Protected Employment Sites



4.4 TRANSPORT & INFRASTRUCTURE

POLICY BWT1: SUSTAINABLE TRANSPORT

To ensure suitable improvements to the highway network (for current proposals see Figure 9) are made through a Lancashire County Council-led masterplan approach.

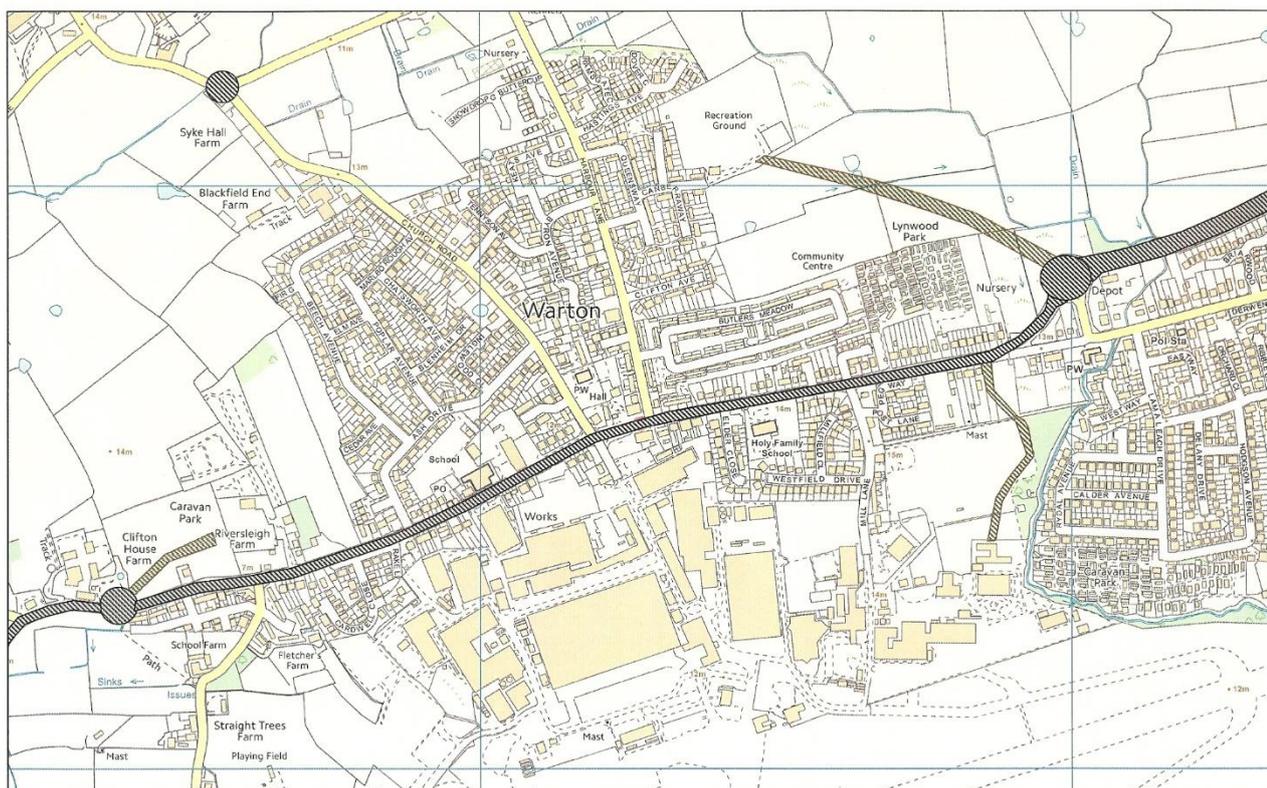
Figure 9 – Current Highway Improvement Proposal

The NPSG will seek to work together with the 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;
- Ensuring other vehicular traffic keeps to appropriate routes; and
- Encouraging 'safe routes to schools' schemes.

Highway Proposals



POLICY BWT2: TO PROMOTE THE DEVELOPMENT OF GATEWAY ROUNDABOUTS AT SPECIFIC AREAS IN THE VILLAGE (see Figure 9)

- The roundabouts will create focal gateways to our village
- They will aid the traffic flow through the village, along the main arterial routes: Lytham Road and Church Road.
- They will enable safe access to Lytham Road A584 for any future developments.

Background/Justification

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. (Fylde Borough Council Draft Core Strategy policy INF1 – Services Accessibility and Infrastructure). It recognises that it should seek to make the most of existing infrastructure by focussing on sustainable locations with the best infrastructure capacity. Also where appropriate, demonstrate how access to services will be achieved by means other than a car.

This is one of the key reasons for locating a substantial allocation of housing to the east of the village which enjoys vastly superior access to Freckleton Bypass (and its local services) and the future M55 link road.

4.5 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:

1. Within the principal village centre (Figure 10) the shopping and service area will be maintained. Within this area new retail and service development will be permitted.
2. Proposals for non-retail or service uses requiring planning permission will only be permitted where it can be clearly demonstrated the retail or service use is no longer suitable for and viable for such a use.
3. Proposals for local retail and service uses which cannot be accommodated within the village centre will be permitted in accessible locations within the settlement boundary, particularly in conjunction with new housing development.
4. Proposals considered under para. 3 of this policy will be required to undergo a "sequential" test and impact assessment.

Background/Justification

The Parish Plan 2012 identified that at the time 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 shopping and business area that:

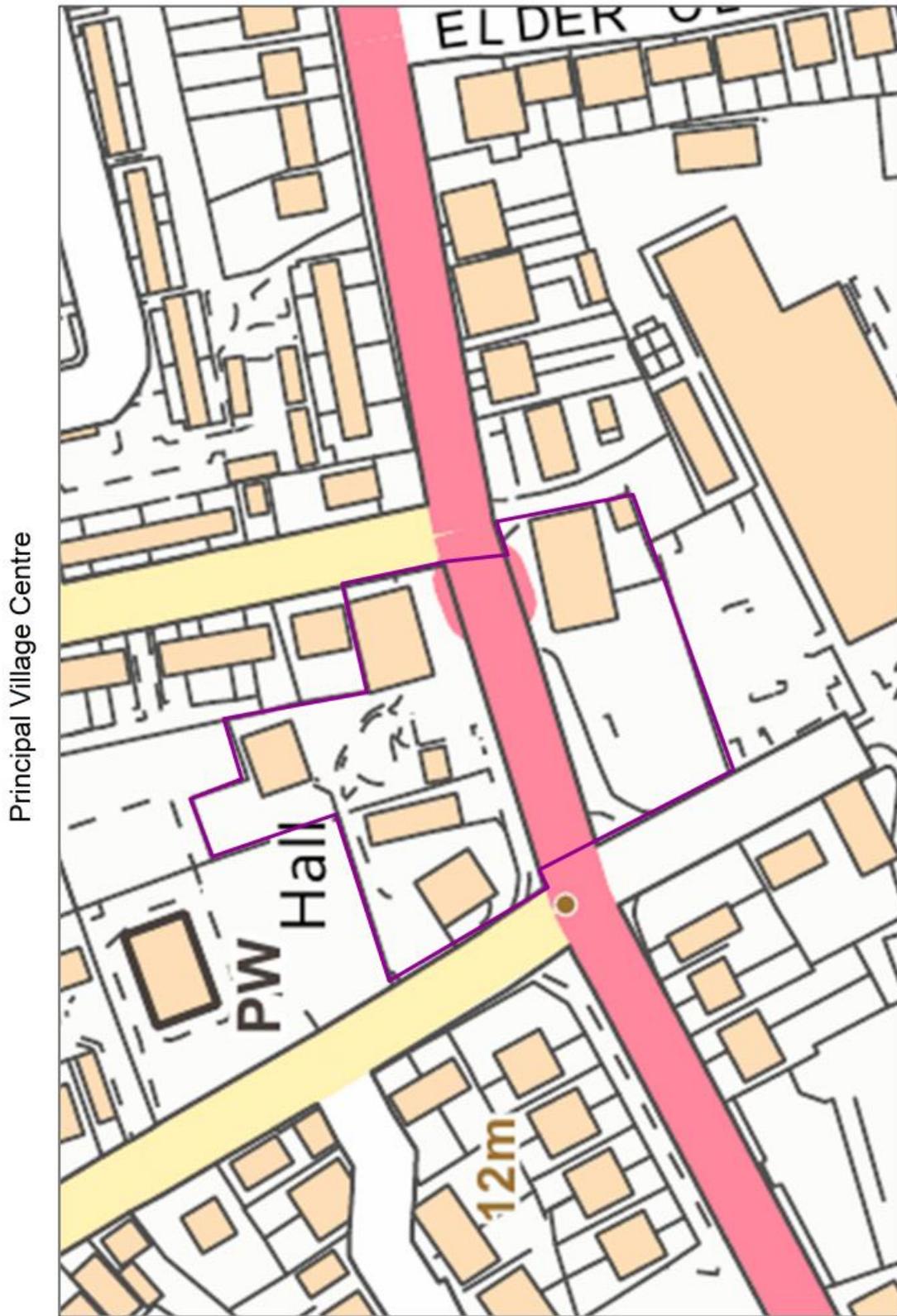
- Encourages a co-ordinated approach to shop frontage;
- Supports and encourages businesses to thrive through initiatives such as improvement grants and shop-front competitions;
- Encourages a greater mix of



shopping and additional facilities, for example a cafe, delicatessen and banking facilities;

- Attracts greater foot-fall through the village centre via clear and attractive signage and clear pedestrian routes; and
- Provides additional and safe parking facilities via a traffic management plan

Figure 10 – Principal Village Centre



POLICY BWLC2: COMMUNITY, LEISURE FACILITIES AND GREENSPACES

Proposals to improve and provide centrally located and integrated parish-wide community and leisure facilities will be permitted.

Development for the provision of additional community and leisure facilities will be permitted on a site west of the village (see site P1, Figure 11). These community and leisure facilities will be provided by developers as part of the overall development package for the combined site.

Bridges Playing Fields (site P5, Figure 11) will be protected for sport and recreation use and proposals for their improvement will be permitted.

Within the identified buffer areas (see Figure 12) new walking and cycling routes must be incorporated to allow movement within, from and to these areas.

The buffer zone will work around existing residential property. The map at Figure 12 is purely illustrative.

Sites P2, P3, P4 and P6 shown on Figure 11 are identified on current or future development sites as public open space, and will be protected as such from future housing development.

Background/Justification

Fylde Borough Council Draft Core Strategy policy INF1 – Services Accessibility and Infrastructure 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. Another identified deficit is for Allotment sites, requiring a further 0.66 hectares.

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 support 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 Steering support:

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

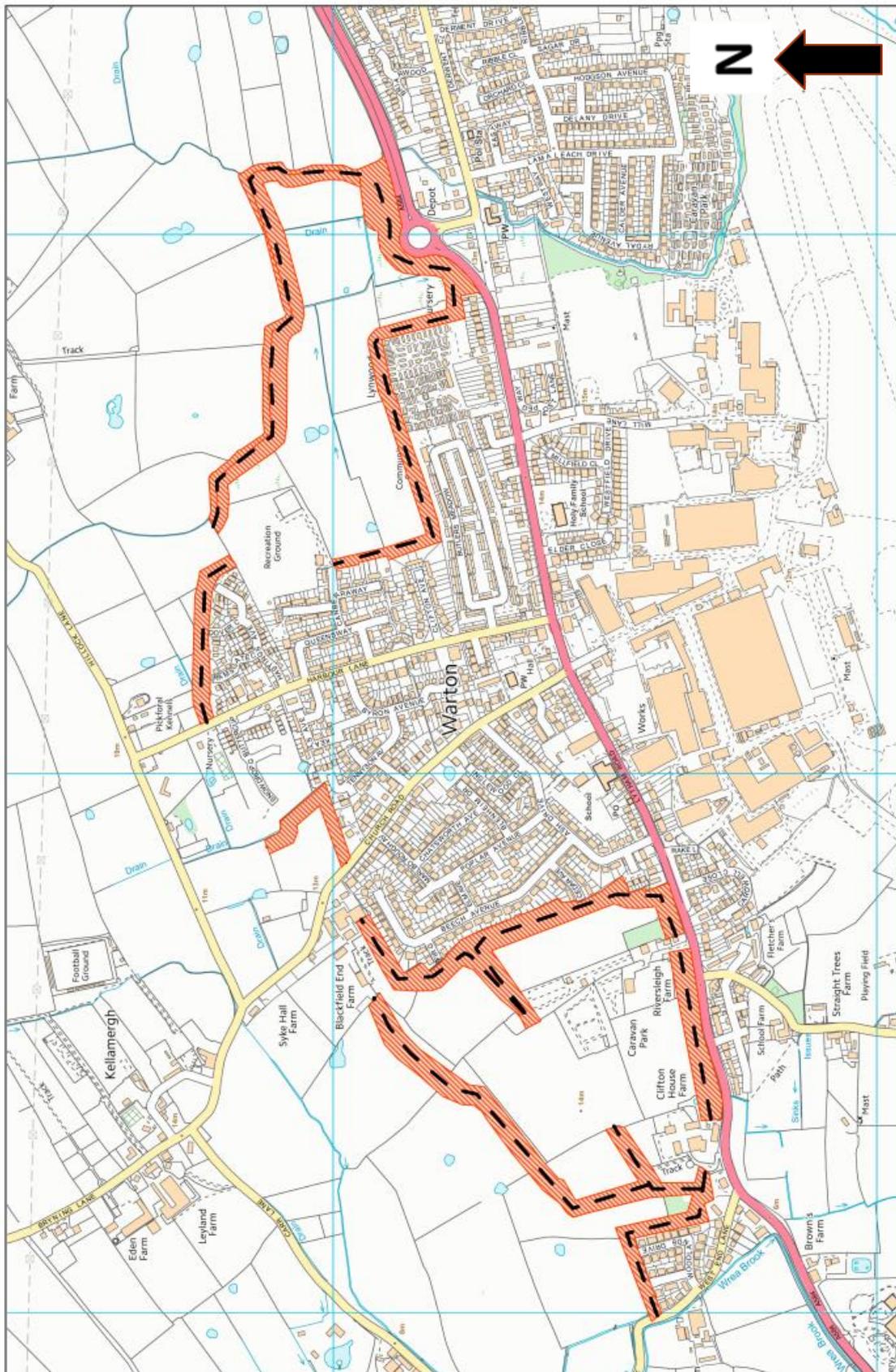
“To ensure that any new developments take into account the need for appropriate levels of public open space and leisure facilities.”

“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 (see Figure 11).

Figure 12 – Identified Buffer Areas

Green Buffer Areas



4.6 ENVIRONMENT

POLICY BWNE1 - PROTECTING AND ENHANCING LOCAL WILDLIFE AND HABITATS

All new development will be required to demonstrate that local wildlife and habitats will be protected and enhanced through sensitive and appropriate landscape and environmental management.

Development will be permitted when it incorporates the following:

- Retention of existing features, such as ponds, mature native trees and hedgerows.
- New habitats within the identified buffer areas (Fig. 12);
- A Green Infrastructure approach that creates a network of green spaces. A network that maintains and creates connecting green routes for access, recreation and wildlife corridors. Open spaces should be connected with existing semi-natural habitats wherever possible, providing local communities with recreational green space which supports wildlife corridors.
- 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

All new development proposals will be required to demonstrate that design, scale, height, massing and layout are appropriate to the local landscape character of Bryning with Warton.

New development will be permitted when:

- It can be demonstrated that it enhances and reinforces local distinctiveness and that proposals can clearly demonstrate how the general character, scale, mass and layout of the site, building or extension fits in with the 'grain' of the surrounding area within design and access statement.
- Layout in new developments should reflect the existing local settlement patterns of the predominant rural character of this area of the Fylde Coast, where isolated farmsteads and small villages predominate, in contrast to the major built up areas of the coast to the west.
- Development on the settlement fringes should enhance the distinctive character and countryside setting of the rural landscape, including incorporation of buffer zones, see Figure 12.
- Materials should be chosen to complement the quality and character of the surrounding area.

Background/Justification

Bryning with Warton includes a number of significant environmental assets which require protection and enhancement. 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.

Figure 13 – European and nationally designated nature sites

Wildlife and Habitats

The area of the Parish to the South is within the Ribble Estuary, which is widely recognised for its significance as an important habitat of salt marshes and mudflats, supporting a wide range of invertebrates, birds and plants.

There are two European designated

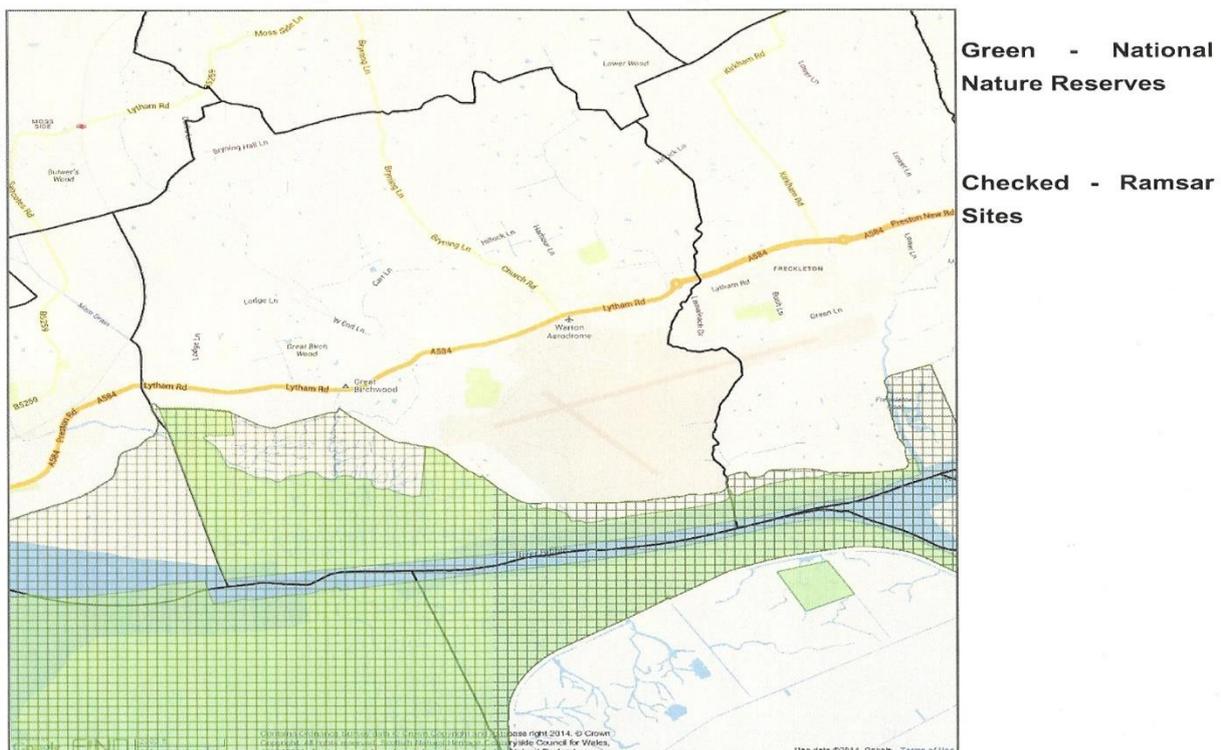
sites within the Bryning with Warton Neighbourhood Plan Boundary. These are the Ribble and Alt Estuaries Special Protection Area (SPA) and the Ribble and Alt Estuaries Ramsar Site.

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)

Figure 13 identifies the NNR within the Bryning with Warton area.

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.

Figure 13 European and National Nature Designations



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 one listed building in Bryning with Warton being 204 Lytham Road 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.

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.

Housing:
(Policies BWH1, BWH2, BWH3, BWH4)

The Parish Council will work with developers and Fylde Borough Council to deliver appropriate incremental growth over the Plan period that takes account of the needs and age profile of the existing community.

Employment:

(Policy BWE1 and BWE2)

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:

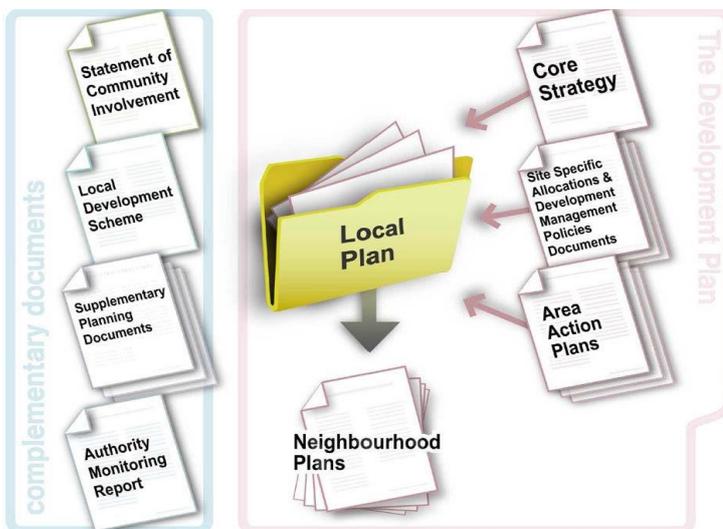
(Policies BWT1, BWT2)

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)

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 next 15 years. 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 implementations 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 15 year plan which would commence in 2030.

SECTION 6:

SUPPORTING INFORMATION AND EVIDENCE BASE

6.1 GLOSSARY OF TERMS

Affordable Housing

This housing is available as social rented, affordable rented or as shared ownership housing, and is managed by a Registered Social Landlord, who may be the local authority. It is not available on the open market.

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.

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 Authority

An umbrella term for the administrative body that governs local services such as education, housing and social services.

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, 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.

Planning Permission

Formal approval which needs to be obtained from a Local Planning Authority to allow a proposed development to proceed. Permission may be applied for in principle through outline planning applications, or in detail through full planning applications.

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.

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.

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.

**Natural England Character Areas –
Lancashire Amounderness and
Plains**

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**

**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 Domesday 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

SECTION 7:

HOW TO COMMENT ON THIS DOCUMENT

The Draft Bryning with Warton Neighbourhood Plan is out for public consultation for six weeks – starting on the 9th July 2014 and ending at 5pm on the 20th August.

If you would like to comment on the plan, please use one of the representation forms.

These are available from:

- **the Parish Clerk, 10 Lea Road, Lea, Preston, PR2 1TN or;**
- **by email council@bryningwithwarton.org.**

Copies can also be downloaded from www.bryningwithwarton.org/.

Paper copies of the forms are available from the Bryning with Warton Book Exchange (Old Library) during advertised opening times.

Completed forms should be returned to the Parish Clerk, as above, or delivered to the Book Exchange.

For further information on this document please contact:

The Neighbourhood Plan Steering Group

c/o The Parish Clerk,

Bryning with Warton Parish Council,

10 Lea Road,

Lea,

Preston,

PR2 1TN

council@bryningwithwarton.org