



# Fylde Local Plan to 2032: Publication Version

## Strategic Environmental Assessment and Sustainability Appraisal

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### SA Report






# Fylde Borough Council

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### Strategic Environmental Assessment and Sustainability Appraisal

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#### SA Report

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|-----------|-----------------------|---|
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# Abbreviations

|       |   |
|-------|---|
| AQMA  | Air Quality Management Area                     |
| BAP   | Biodiversity Action Plan                        |
| BHS   | Biological Heritage Site                        |
| cSAC  | Candidate Special Area of Conservation          |
| DCLG  | Department for Communities and Local Government |
| DPD   | Development Plan Document                       |
| GP    | General Practitioner                            |
| GVA   | Gross Value Added                               |
| HRA   | Habitats Regulations Assessment                 |
| ICT   | Information and Communication Technology        |
| LDF   | Local Development Framework                     |
| LSOA  | Lower Super Output Area                         |
| MOU   | Memorandum of Understanding                     |
| NTS   | Non-Technical Summary                           |
| NVQ   | National Vocational Qualification               |
| ppha  | persons per hectare                             |
| pSPA  | Potential Special Protection Areas              |
| SA    | Sustainability Appraisal                        |
| SAC   | Special Area of Conservation                    |
| SAM   | Scheduled Ancient Monument                      |
| SCS   | Sustainable Community Strategy                  |
| SEA   | Strategic Environmental Assessment              |
| SHLAA | Strategic Housing Land Availability Assessment  |
| SPA   | Special Protection Area                         |
| SPD   | Supplementary Planning Document                 |
| SSSI  | Site of Special Scientific Interest             |
| SuDS  | Sustainable Drainage Systems                    |
| TPO   | Tree Preservation Order                         |
| VAT   | Value Added Tax                                 |





# 1 Introduction

Fylde Council is currently consulting on the Fylde Local Plan to 2032 – Publication Version. This follows earlier consultations on the Revised Preferred Option in 2015 and Preferred Option in 2013. Once adopted, the plan will replace the existing Fylde Borough Local Plan, which was adopted in October 2005.

The Local Plan is the most important planning document that Fylde Council will produce and will form the main consideration when determining planning applications. It will establish the planning framework for the borough's administrative area, setting out where new homes, employment and shops will be located as well as which areas will be enhanced and those that will be conserved.

As part of the Local Plan preparation process, a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) has been undertaken. The term "SA" encompasses SEA, and is therefore used to refer to the combined SA/SEA for the remainder of this report. Further explanation of this can be found in Section 1.2 below.

The SA process commenced with pre-scoping consultation undertaken in November 2005. An SA Scoping Report was then prepared in 2006, which underwent a statutory consultation in accordance with the SEA Regulations<sup>1</sup>. Following this, all work was delayed on the Local Plan (formerly the Local Development Framework – LDF), as there was a need to produce additional evidence-based studies. An updated SA Scoping Report was prepared and issued for statutory consultation in May 2011 and again in July 2015. Consultation responses as a result of the SA scoping process have been integrated into this report where appropriate. The responses from the 2015 scoping consultation are documented in Appendix A.

The Council produced an Issues and Options document for consultation during a six-week period in June/July 2012. This document set out alternative options for the development of Fylde Borough to 2030 and options for addressing policy issues such as climate change and the provision of open space. These options were assessed through the SA process<sup>2</sup> in 2013. The development of the Local Plan through examination of the realistic alternatives is documented in this SA Report.

The Local Plan has undergone two further rounds of assessment by the SA as part of its development: Preferred Options in 2013, and Revised Preferred Options in 2015. The policies of the Local Plan Publication Version have been refined while taking account of both rounds of SA and consultation.

This SA Report reflects the outcomes of the assessment of the Publication Version of the Local Plan. Where they vary from the Publication Version, the predicted effects of the Preferred Options and Revised Preferred Options plans can be found in their respective SA Reports.

## 1.1 Background to the borough

Fylde is a predominantly rural borough occupying the southern part of the Fylde peninsula in western Lancashire. It is bounded to the north by Wyre Council and the River Wyre estuary, to the west by the densely populated urban area of Blackpool and the Irish Sea, by Preston City Council to the east and by the Ribble Estuary to the south (refer to Figure 1-1). Fylde's population was estimated at 77,322 in 2015<sup>3</sup>.

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<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004. S.I. 2004 No. 1633

<sup>2</sup> Hyder Consulting (UK) Limited (2012). *Strategic Environmental Assessment and Sustainability Appraisal, Interim SA Report – Plan Options*

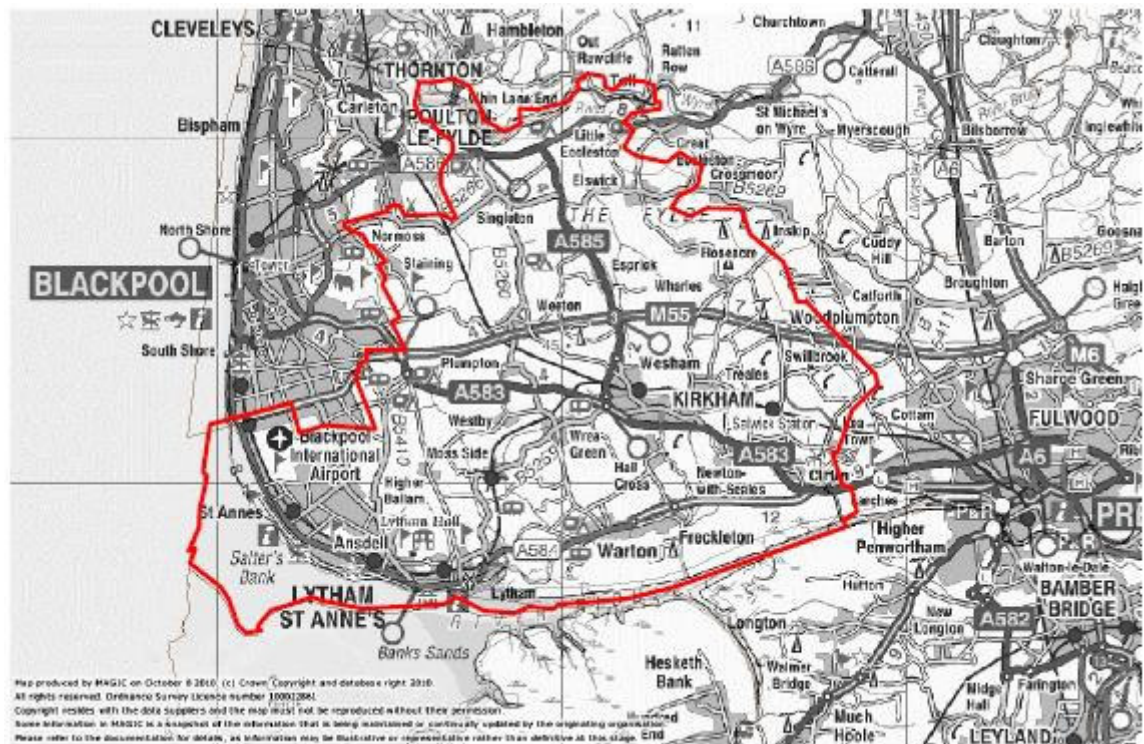
<sup>3</sup> ONS mid-year population estimates, as reported by Lancashire County Council:  
<http://www.lancashire.gov.uk/media/898627/population-mid-year-article-2015.pdf>

Figure 1-1 Location of Fylde Borough within Lancashire



Fylde's long coastline is a dominant feature of the borough and is the setting for the majority of its urban areas. The largest towns, Lytham and St Annes have a reputation of being higher-quality, lower-key resorts than the much larger Blackpool to the north, with significant visitor resources along their seafront and their internationally famous championship golf course. The other significant settlements are Warton and Freckleton lying further east, and Kirkham and Wesham which together form the only sizable inland settlement (refer to Figure 1-2).

Figure 1-2 Map of Fylde Borough



The borough is bisected by the M55 motorway which provides connections to the national road network. Two rail lines pass through Fylde, providing connections to Blackpool and Preston.

Connectivity is important, as the borough has a high dependence on neighbouring areas for job opportunities and higher-level service provision. The Fylde economy is disproportionately reliant on a small number of large employers and has a relatively high proportion of employment in declining sectors. However, Fylde has above-average levels of income and low levels of deprivation, although pockets do exist, notably in inner areas of St Annes. Overall, the borough has a high quality of life, and is a popular retirement destination. Wards referred to in the rest of this report are indicated in Figure 1-3.

Agriculture forms a significant employment sector and dominates the majority of land use. The flat mosslands of the Fylde have been largely drained for farming, and there are few significant areas of natural or semi-natural landscape. However, several nature conservation sites are located within or adjoining the borough, notably the internationally significant Ribble Estuary.

Figure 1-3 Wards within Fylde Borough



## 1.2 Sustainability Appraisal and Strategic Environmental Assessment

SA is a process for assessing the social, economic and environmental impacts of a plan and aims to ensure that sustainable development is at the heart of the plan-making process.

### Sustainable Development

The UK Sustainable Development Strategy "Securing the Future" describes a common purpose for Sustainable Development:

*The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations.*

The UK Sustainable Development Strategy 2005 set a new framework for sustainable development and describes how this should be pursued. Five Guiding Principles were identified:

- Living within environmental limits;
- Ensuring a Strong, Healthy and Just Society;
- Achieving a Sustainable Economy;
- Promoting Good Governance; and
- Using Sound Science Responsibly.

It is a legal requirement that the Local Plan is subject to SA; this is set out in the Town and Country Planning, England Regulations 2012. These Regulations in turn cross-reference the Planning and Compulsory Purchase Act, which stipulates that the SA must comply with the requirements of the SEA Directive<sup>4</sup>, which was transposed directly into UK law through the SEA

<sup>4</sup> Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, June 2001

Regulations<sup>1</sup>.

SEA is a systematic process for evaluating the environmental consequences of plans and programmes to ensure that environmental issues are integrated and assessed at the earliest opportunity in the decision-making process. Article 1 of the SEA Directive states that the aim is to:

*provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.*

It is possible to combine the processes of SEA and SA, as they share a number of similarities.

Guidance<sup>5</sup> published by the Department for Communities and Local Government (DCLG) promotes a combined process (i.e. a process which assesses social, economic and environmental effects), and this is the approach adopted for this SA. Whilst there are formalised approaches for both SA and SEA, only SEA has a legal obligation to perform certain activities. These legal obligations have been and will continue to be adhered to throughout the SA of the Local Plan. This SA Report includes a series of boxes which clearly identify the specific requirements of the SEA Regulations that need to be fulfilled.

### 1.3 Structure of this SA Report

This SA Report provides a summary of the SA process and documents the findings of the assessment and its influence on policy development. It will be used as a consultation document and issued to statutory bodies and stakeholders for comment alongside the Publication Version of the Local Plan. It will also be made available to the public.

It is essential that this SA Report is read in conjunction with the Fylde Local Plan to 2032: Publication Version.

Table 1-1 provides an overview of the structure and contents of this SA Report.

**Table 1-1 Structure and Contents of the SA Report**

| Report Section   | Outline of Contents   |
|--|---|
| Abbreviations  | Includes a list of abbreviations used throughout the SA Report and associated appendices.   |
| 1. Introduction  | Provides an introduction to the SA of Fylde Council's Local Plan to 2032, an overview of the work completed to-date and background to the borough.  |
| 2. The Local Plan  | Provides an overview of the Local Plan.   |
| 3. Strategic Environmental Assessment and Sustainability Appraisal | Provides an outline of the SA process, including stages in the process (and where we are up to), the results from the Stage A of the SA Process (including development of the SA Framework), the approach to Stage B and the methodology used for the SA. |
| 4. Appraisal of the Alternative Options                            | Summarises the appraisal of the alternative plan options.   |
| 5 Appraisal of the Vision and Objectives                           | Summarises the appraisal of the Local Plan Vision and Objectives.   |

<sup>5</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

| Report Section  | Outline of Contents  |
|---|--|
| 6. Appraisal of Local Plan Policies and Strategic Locations for Development | Summarises the results of the SA of the policies and strategic locations for development of the Local Plan.                    |
| 7. Appraisal of Non-Strategic Sites   | Summarises to results of the appraisal of the non-strategic sites for the Local Plan.  |
| 8. Cumulative Effects   | Summarises the predicted cumulative effects of the plan.   |
| 9. Monitoring Framework   | Provides a framework for monitoring the significant effects of the plan.   |
| 10. Next Steps  | Outlines the next stages of the Local Plan preparation and SA processes, and provides details of how to comment on the report. |
| Appendix A  | Consultation Responses to Scoping Report 2015  |
| Appendix B  | Review of Plans Programmes and Environmental Protection Objectives   |
| Appendix C  | Baseline Data  |
| Appendix D  | Appraisal of Strategic Options   |
| Appendix E  | Revisions to Local Plan Strategy Objectives 2013 - 2015  |
| Appendix F  | Policy Appraisal Matrices, including Strategic Sites Assessments (2013)  |
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| Appendix I  | Non-Strategic Sites Assessments  |

## 1.4 Previous Consultations

Pre-scoping consultation was undertaken with statutory consultees (English Nature, the Countryside Agency<sup>6</sup>, English Heritage<sup>7</sup> and the Environment Agency) in November 2005, informing them of the decision to undertake the SA and also requesting baseline information and feedback on sustainability issues, potential objectives and indicators. Responses with regard to issues and potential objectives were received from the Countryside Agency and the Environment Agency, which were taken into consideration. Subsequently, a Scoping Report for the LDF (now the Local Plan) was produced for Fylde Council in January 2006<sup>8</sup> and was issued to statutory consultees and stakeholders. Comments were received suggesting improvements, additions and amendments from the following organisations:

- Natural England;
- Environment Agency;
- Royal Society for the Protection of Birds; and
- Campaign to Protect Rural England.

Following this, a revised and updated version of the Scoping Report was prepared in November 2010 and issued for consultation. In May 2012, an Interim SA Report was prepared appraising the Local Plan Issues and Options. The comments received from statutory consultees in relation

<sup>6</sup> The Countryside Agency and English Nature are now known as Natural England.

<sup>7</sup> English Heritage is now known as Historic England.

<sup>8</sup> Hyder ref: 001-NHR-NH50944-02

to the Scoping Report were incorporated into that report. The Interim SA Report was consulted upon alongside the Local Plan Issues and Options during June and July 2012. In July 2015, a further iteration of the SA Scoping Report was prepared, due to the time that had elapsed from the previous version. The updated SA Scoping Report sought to re-define the scope of the SA, taking account of the Interim SA Report from May 2012.

The full suite of comments received from the Statutory Bodies on the SA Scoping Reports and how their comments were incorporated into the SA process can be found in the Interim SA Report (2012). Comments received on the 2015 Scoping Report have been reflected in this SA Report and are documented in Appendix A.

## 1.5 Habitats Regulations Assessment

European Council Directive 92/43/EEC on the 'Conservation of natural habitats and of wild flora and fauna' (the 'Habitats Directive') requires that any plan or programme likely to have a significant impact upon a Natura 2000 site (Special Area of Conservation (SAC), candidate Special Areas of Conservation (cSAC), Special Protection Area (SPA), potential Special Protection Areas (pSPAs) and Ramsar site), which is not directly concerned with the management of the site for nature conservation, must be subject to an Appropriate Assessment. The overarching process is referred to as Habitats Regulations Assessment (HRA).

A HRA screening exercise has been undertaken concurrently with the SA process to determine if either in isolation and/or in combination with other plans or projects the Local Plan would generate an adverse impact upon the integrity of Natura 2000 sites, in terms of its conservation objectives and qualifying interests. The HRA Screening Report for the Publication Version of the Local Plan will be submitted to Natural England for approval. Where appropriate, the results of the HRA Screening have been integrated into this SA.

## 2 The Local Plan

### 2.1 Background

Fylde Council is producing a number of documents which set out the Council's planning strategy and policies. These include:

- The Fylde Local Plan to 2032 (including Development Management Policies and Land Allocations);
- Proposals Map;
- Statement of Community Involvement (2015);
- Affordable Housing SPD;
- Areas of Search for Renewables / Renewable Energy SPD;
- Car Parking SPD; and
- Biodiversity, Mitigation, Compensation and Enhancement SPD.

The Fylde Local Plan to 2032 sets out the long-term vision for the whole of the Fylde area. It will form the main consideration when deciding planning applications. It is a key part of planning for Fylde and all other local development documents should be in line with it. As a strategic document, the Local Plan will identify the broad areas and strategic sites where new development and growth will be concentrated within Fylde, together with the overarching principles of development and the rationale for these with respect to best meeting the borough's economic, social and environmental priorities. The Local Plan to 2032 will also contain a series of policies which will address matters of detail.

### 2.2 What Does the Local Plan Cover?

The Local Plan is built upon the key principle of sustainable development and its three dimensions: social, economic and environmental. These dimensions give rise to the need for the planning system to perform a number of roles (the Framework, paragraph 7):

- 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 supports 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.

The Local Plan contains a Spatial Portrait of how the borough looks and functions now, together with a Vision for Fylde and a Development Strategy that set out how the Council envisages the area will develop over the course of the plan period. It seeks to ensure that new homes, jobs and services required by communities are located in the most sustainable locations and that the framework for delivering the necessary infrastructure, facilities and other development will be provided to make this achievable.

#### Aspects of the Local Plan Assessed

Individual components of the Local Plan have been assessed to determine their sustainability performance and to provide recommendations for sustainability improvements. The following elements have been assessed, as documented in this SA Report:



- The Local Plan's Vision;
- The Local Plan's Strategic Objectives;
- The Local Plan's Development Strategy (and alternative options);
- The Local Plan's Strategic and Non-Strategic Locations for Development; and
- The Local Plan's Development Management Policies.

The SA process has been iterative, with regular feedback occurring between the plan-makers and the SA team as plan options and policies have been developed.

## 2.3 Local Plan Vision and Objectives

The Local Plan has the following Vision:

By 2032, Fylde will be a welcoming place with highly skilled and healthy communities. There will be a diverse and prosperous culture and an economy that encourages everyone to contribute. Employment opportunities will have been diversified and young people retained in the job market in Fylde. Access to healthy lifestyle choices, local health care facilities, good education and lifelong learning facilities will have been improved. Significant further educational opportunities and leisure facilities for young people will have been provided. Communities will have the opportunity to access public services, good jobs and decent and affordable homes, close to where they live, through the delivery of mixed use development.

Fylde will have continued to develop as a dynamic, prosperous place to live and work through boosting the delivery of sustainable homes and economic growth within the four Strategic Locations for Development, supported by the necessary facilities, services, infrastructure and access to modern telecommunications. New homes of an appropriate type and mix to address affordability, an ageing population and family needs will be located within sustainable locations. High quality design and sustainable building methods will be the key principles of all types of new development, including urban extensions in the form of garden suburbs, together with the delivery of Whyndyke Garden Village, which has been identified as a demonstrator site for the NHS healthy new town initiative.

Fylde will have remained flexible in its approach to changing economic and employment patterns, particularly with regard to major local employers. It will have developed closer working relationships through the duty to co-operate with the adjoining Fylde Coast Authorities and with the Central Lancashire Authorities and other organisations and strengthened its position within the Lancashire sub-region and its linkages and connectivity to Blackpool and to the city of Preston.

Opportunities for sub-regionally important employment at the Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton and Whitehills Business Park will have been realised and employment will have been provided close to where people live, thereby reducing the need to travel long distances. Fylde will have an energy hub, generating a cluster of energy based companies and amenities; together with an energy logistics park, close to Blackpool Airport Enterprise Zone, to support energy businesses on the Fylde Coast.

Fylde will have enhanced its unique qualities including its historic and built environment, the classic seaside resort towns of Lytham and St Annes, the historic market town of Kirkham, tranquil coastline, high quality golf courses, tourism offer, picturesque rural settlements and attractive landscapes. The visitor economy will have been strengthened by the area's resort appeal, its reputation as a centre for world famous golf championships and its attractive rural areas. High quality attractions and organised events such as the Lytham 1940s Wartime Weekend and the Lytham Festival, staged activities at Lytham hall (Grade 1 Listed) and the retention of serviced tourism accommodation in the Holiday Areas, will generate an increase in

the number of visitors. The Island Sea Front Area and the Promenade Gardens at St Annes and Fairhaven Lake will have been regenerated to provide a high quality visitor experience.

Lytham and St Annes will be thriving resorts with quality specialist shops, with Kirkham a vibrant historic market town. Lytham, St Annes and Kirkham will have retained and enhanced their positions at the top of the retail hierarchy. Warton will be a Local Service Centre with a local retail centre serving the needs of the local community and employment opportunities will have increased and diversified through the development of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, at BAE Systems. The Fylde-Blackpool Periphery will have been developed as a Local Service Centre by the end of the plan period in 2032, with a local retail centre serving the new community that will have been developed at Whitehills. Wesham and Freckleton will retain their functions as Local Service Centres.

Rural settlements in Fylde will have retained their individual identities and heritage assets and their distinctive features will have been protected, enhanced and promoted; and all development will have respected and conserved the character of these settlements.

Sufficient levels of housing of an appropriate type, tenure, design, density and mix to address local issues of affordability will have been provided in the smaller rural settlements. There will have been proportionate levels of economic growth to strengthen and diversify the local economies and reduce the need to travel.

To overcome existing traffic congestion and to accommodate all of the development proposed in Fylde to the year 2032, the M55 (Junction 4) to Heyhouses Link Road between Whitehills and St Annes will have been completed; and congestion on the A585 trunk road will have been resolved through the delivery of the M55 to Fleetwood Corridor Improvements (formerly known as the Blue Route). The Preston Western Distributor Road, to a new Junction 2 on the M55, will have been delivered and opened. The construction of the Preston Western Distributor Road will improve road access to the Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton, and to the wider Fylde Coast sub-region.

The viable continuation of Blackpool Airport for general aviation and the expansion of services provided by the airport will have been secured, along with enhanced public transport access. There will have been an increase in the use of public transport. Public transport services across the rural parts of the Borough and onto Blackpool, Preston and beyond will have been improved. Railway station facilities at Kirkham and Wesham will have been enhanced, making the market town more accessible to other parts of the North West and increasing its sustainability as a residential and employment centre.

Sufficient open space and indoor and outdoor sports pitches and recreational facilities will have been provided, woodland cover increased and Fylde's unique offer of Green and Blue Infrastructure will be accessible and contribute to a high quality of life.

Sea defences in the Coastal Change Management Areas, along the Ribble and Wyre Estuaries, will have been improved, whilst bathing water quality will have been protected and enhanced, and associated tourism, recreational and environmental benefits realized, through the delivery of the Coastal Strategy, providing an essential tract of Green Infrastructure network along the coast, running from Starr Gate in the west to Savick Brook in the east.

The public rights of way network will have been protected and enhanced. Additional footpaths, cycleways, bridleways and canal towpaths will have been provided to facilitate increased walking, cycling and horse riding, taking advantage of Fylde's assets: its flat landscape and open coastline.

The rural character and attractiveness of the countryside areas of the Fylde will have been retained and enhanced and the rural economy will thrive, in particular small and medium sized enterprises. The release of land within the countryside for development will have been

minimised and the highest quality agricultural land will have been protected from inappropriate development.

Biodiversity, including Fylde's Ecological Network, will have been enhanced and protected from inappropriate development.

The five Local Plan Strategic Objectives are:

- (1) To create sustainable communities
- (2) To maintain, improve and enhance the environment
- (3) To make services accessible
- (4) To diversify and grow the local economy
- (5) To develop socially cohesive, safe, diverse and healthy communities

# 3 Strategic Environmental Assessment and Sustainability Appraisal

## 3.1 Stages in the SA Process

Government guidance subdivides the SA process into a series of stages. Whilst each stage consists of specific tasks, the intention should be that the process is iterative. Table 3-1 presents the key stages in the SA process and indicates where specific tasks have been addressed in this SA Report. The table also demonstrates how each of the SA stages is linked to the preparation and development of the Local Plan.

**Table 3-1 Stages in the SA Process**

| SA Stage  | SEA Regulations Requirements<br><i>The environment report must:...</i>  | Section of the Report (where applicable) | Application to Fylde's Local Plan SA  |
|---|---|--|---|
| <b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b> |   |  |   |
| A1: Identifying other relevant policies, plans and programmes and sustainability objectives             | ...describe "the relationship (of the plan or programme) with other relevant plans and programmes" (Schedule 2-1)<br>...describe "the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" (Schedule 2-5) | Chapter 3 and Appendix B                 | <p>Stage A corresponds to the scoping stage of the SA and the findings of this stage are presented in the Scoping Report which was, most recently, consulted upon for a five-week period in July 2015. During this stage, the scope of the SA was defined.</p> <p>Comments received on the proposed SA scope have been taken into account, and incorporated into this SA Report where applicable.</p> |
| A2: Collecting baseline information   | ...describe "relevant aspects of the current state of the environment and the likely evolution thereof without its implementation of the plan or programme" (Schedule 2-2) and, "the environmental characteristics of the areas likely to be significantly affected" (Schedule 2-3)   | Chapter 3 and Appendix C                 |   |
| A3: Identifying sustainability issues and problems  | ...describe "any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC"© (Schedule 2-4)  | Chapter 3                                |   |
| A4: Developing the SA Framework   | ...provide "a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information" (Schedule 2-8)  | Chapter 3                                |   |
| A5: Consulting on the scope of the SA   | ...allow that the authorities referred to in Regulation 4 are consulted when deciding on the scope and level of detail of the information which must be included in the environmental report. (Regulation 12-(5))   | Chapters 1 and 3, Appendix A             |   |

| SA Stage   | SEA Regulations Requirements<br><i>The environment report must...</i>  | Section of the Report (where applicable)     | Application to Fylde's Local Plan SA   |
|--|--|--|--|
| <b>Stage B: Developing and Refining Options and Assessing Effects</b>                |  |  |  |
| B1: Testing the Plan objectives against the SA Framework                             | ...“identify, describe and evaluate the likely significant effects on the environment of”:   | Chapters 4 to 9<br><br>Appendices D, G and H | Stage B of the SA process is linked to the overall production of the Local Plan which includes the development of plan options and the selection of the revised preferred option.<br><br>There has been interaction between the plan-making and SA teams during Stage B which has enabled potential adverse effects of the Local Plan to be avoided / minimised and potential sustainability benefits maximised.<br><br>Stage B is the primary assessment stage of the SA process and is the main output of this report. |
| B2: Developing the Plan Options  | “reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme” ...and...“implementing the plan or programme...” (Regulation 12-(2))  |  |  |
| B3: Predicting the effects of the Plan   | ...give “an outline of the reasons for selecting the alternatives dealt with”  |  |  |
| B4: Evaluating the effects of the Plan   | Schedule 2-8   |  |  |
| B5: Considering ways of mitigating adverse effects and maximising beneficial effects | ...describe “measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme...” Schedule 2-7   |  |  |
| B6: Proposing measures to monitor the significant effects of implementing the Plan.  | ... provide “a description of the measures envisaged concerning monitoring” Schedule 2-9   |  |  |
| <b>Stage C: Preparing the Sustainability Appraisal Report</b>                        |  |  |  |
| C1: Preparing the SA Report  | ... include “the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication..”. Details of the information to be given in the Environmental Report are provided in Schedule 2. | This Report                                  | This SA Report has been produced in line with the requirements of the SEA Regulations for producing an Environmental Report. A Non-Technical Summary (NTS) is also provided.   |
| <b>Stage D: Consultation on the Preferred Option Local Plan and the SA Report</b>    |  |  |  |
| D1: Public participation on the proposed submission documents                        | ... provide that statutory authorities and the public are given ‘ <i>early and effective opportunity within time frames to express their opinions</i> ’  | N/A  | Two previous versions of the SA Report and the Local Plan have been consulted upon in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 – this occurred in 2013 and 2015. A third round of consultation will now be conducted on this SA Report.   |

| SA Stage  | SEA Regulations Requirements<br><i>The environment report must:...</i>   | Section of the Report (where applicable)                       | Application to Fylde's Local Plan SA   |
|---|--|--|--|
| D2: Appraising significant changes resulting from representations                 | N/A  | N/A  | This SA Report has been updated to reflect comments received from previous consultations. This SA Report reflects the Publication Version of the Local Plan. |
| D3: Making decisions and providing information                                    |  | Future stage   |  |
| <b>Stage E: Monitoring the significant effects of implementing the Local Plan</b> |  |  |  |
| E1: Finalising aims and methods for monitoring                                    | N/A for the Environmental Report.<br>The requirement is as follows:<br><i>"The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action"</i> (Regulation 17) | Chapter 11   | Monitoring undertaken for the SA process should feed into the Performance Monitoring Framework proposed for the Local Plan.                                  |
| E2: Responding to adverse effects   |  | Monitoring will commence once the Local Plan has been adopted. |  |

## 3.2 Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on the Scope

### Geographical Scope of the SA

The geographical scope of the SA has been driven by the geographical scope of the Local Plan – i.e. the whole of the Fylde Borough. Regarding the allocations element of the Local Plan, the SA has considered the spatial extent of their likely impacts. In some cases, this has remained local to the site in question, whereas in other cases, the impacts of the allocation are predicted to be felt over a wider area, including potentially outside the borough. Similarly, the cumulative effects of a number of allocations may result in impacts occurring over a wider area. These have also been considered in the SA.

### Temporal Scope of the SA

The Local Plan is intended to apply until 2032. This timescale has been reflected in the SA. If there are likely to be any sustainability effects of the Local Plan that would last longer than this, these have also been considered.

## Review of Relevant Plans, Programmes and Environmental Objectives

### Introduction

The box below stipulates the SEA Regulations' requirements for this stage of the process.

**Box 1: SEA Regulations' Requirements for the Review of Plans Programmes and Environmental Protection Objectives**

**The SEA Regulations require that the SEA covers:**

*'an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes' (Schedule 2-1).*

*'the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation' (Schedule 2-5)*

A review of other plans and programmes that may affect the preparation of the Local Plan was undertaken in order to contribute to the development of both the SA and the plan itself. This included:

- Identification of any external social, environmental or economic objectives, indicators or targets that should be reflected in the SA process;
- Identification of any baseline data relevant to the SA;
- Identification of any external factors that might influence the preparation of the plan, for example sustainability issues;
- Identification of any external objectives or aims that would contribute positively to the development of the Local Plan; and
- Determining whether there are clear potential conflicts or challenges between other identified plans, programmes or sustainability objectives and the emerging Local Plan.

The review included documents prepared at international, national, regional (sub-regional) and local scale. A brief summary of the documents reviewed and the main findings are summarised in Table 3-2. Further details are presented in Appendix A.

**Table 3-2 Review of Plans and Programmes**

| <b>Level</b>                       | <b>Summary</b>   |
|------------------------------------|--|
| International Plans and Programmes | A review was undertaken of key International Conventions and European Directives that could potentially influence the development of the Local Plan and the SA. European Directives are transposed into national legislation in each individual Member State and, therefore, there should be a trickle-down effect of the key principles and an application to the relevant national, regional and local circumstances in other planning documents.  |
| National Plans and Programmes      | Central Government establishes their guidelines and policies for a variety of different topics within the NPPF and NPPG.<br>The Framework sets out planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. The Framework was reviewed to ensure that the SA process aligned with its aims and objectives.<br>A review was also undertaken of relevant White Papers, plans and strategies including the Sustainable Development Strategy which outlines the over-arching Government objective to raise the quality of life in our communities. |
| Regional and County Level Plans    | Where appropriate, county and sub-regional level plans have been considered. The objectives of these plans as well as some of the challenges they raise need to be taken on board as appropriate.<br>However, it must be noted that the overarching goals of these plans and strategies may be outside the remit of the Local Plan which forms only individual parts of a number of different vehicles trying to   |

| Level        | Summary   |
|--------------|---|
|              | deliver the county level targets.   |
| Local Policy | Plans produced at the local level specifically address issues relating to the economy; health; safety; tourism; sustainable communities; housing; employment; and physical activity. The Local Plan and the SA should draw from these documents and transpose their aims in their policies and proposals. These local plans have been instrumental in the development of the SA Framework (refer to Section 6). These plans, should in theory have included the main influences of international, national, regional and county level plans through the 'trickle-down effect'. They should also provide more of a local focus for the borough. It is, through identifying these themes and incorporating them into the Local Plan that synergies can be achieved with other relevant documents. |

### Key Results from the Review

There were many common themes identified in the review of plans, programmes and environmental protection objectives. Whilst specific results relating to each document are presented in Appendix B, the list below provides a summary of the main themes and issues identified:

- The need to reduce greenhouse gas emissions and increase energy efficiency.
- The need to ensure that new housing development meets the borough needs (for all sections of society).
- The need to protect and enhance the vibrancy of both rural and urban areas.
- The need for the protection and enhancement of the quality and character of urban and rural areas.
- Recognising the need for the landscape to evolve and for development to be appropriate to the landscape setting and context.
- The need to conserve and enhance biodiversity as an integral part of economic, social and environmental development.
- The need to protect and enhance the historic environment.
- To need to promote sensitive waste management.
- To need to promote more sustainable transport choices and to improve accessibility.
- The need to promote the use of renewable/low carbon energy and renewable/low carbon technologies in appropriate locations.
- Recognising the importance of open spaces, sport and recreation and the contribution that they make to enhancing quality of life.
- The prudent use of natural resources.
- The need to promote and protect the water environment (including bathing waters) including issues such as quality and resource use.
- The need to protect and enhance air quality.
- The need to promote community cohesion and to establish towns and villages where individuals want to both live and work.
- The need to broaden the economic base of rural areas and to promote sensitive rural diversification schemes.
- The need to adapt to the threat and mitigate the effects posed by climate change.
- The need to protect and enhance biodiversity resources particularly sites of international importance e.g. SPAs, SACs and Ramsar sites.
- The need for long-term sustainable patterns of development that provide for the economic and social needs of all populations.
- The need to reduce crime and fear of crime.
- The need to protect and enhance ecosystem functions and services.
- Raising levels of health and well-being and promoting greater levels of physical activity.



- Promoting sustainable economic development and a range of employment opportunities that meet the needs of all sectors of the population and all skills levels.
- Promoting higher levels of design quality including improvements to energy efficiency.
- The importance of education and knowledge based industries should be built upon.

The European Spatial Development Perspective identified a potential conflict that is likely to prevail in all countries, irrespective of their location and this concerns balancing the social and economic claims for spatial development with an area's ecological and cultural functions to ensure that the most sustainable patterns of development are achieved. Through the SA process and the inclusion of suitable SA Objectives, indicators and targets, it should be possible to identify where potential issues and conflicts may arise and to develop suitable policy modifications and mitigation measures.

## The Sustainability Baseline and Key Sustainability Issues

### Introduction

Box 2 defines the SEA Regulations' requirements for this element of the process.

#### Box 2: SEA Regulations' Requirements for Baseline Data Collation

**The SEA Regulations require that the SEA covers:**

*'the environmental characteristics of areas likely to be significantly affected' (Schedule 2-3)*

*'any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EC' (Schedule 2-4).*

### Methodology

Characterising the environmental and sustainability baseline, issues and context is an essential part of developing the SA Framework. It comprises the following key elements:

- Characterising the current state of the environment of the borough including social and economic aspects; and
- Using this information to identify existing problems and opportunities that could be considered in the Local Plan to 2032.

The environmental, social and economic baseline was characterised through the following methods:

- Review of relevant local, regional and national plans, strategies and programmes; and
- Data research based around a series of baseline indicators developed from the SEA Regulations topics (biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage and landscape); Government guidance; previous consultation recommendations from other SAs; and the data available for the borough. Data was also collated for additional socio-economic topic areas including: deprivation, housing and employment, to ensure that a broad range of environmental, social and economic issues were considered.

The collation of baseline data also enabled the identification of key sustainability issues and opportunities affecting the borough.

Appendix C summarises the key baseline trends across the borough. Each section is subdivided to present the following:

- The baseline indicators that have been used (some are also contextual indicators and may not actually form part of the SA Framework);
- Descriptive text, graphs and statistics about the borough; and
- Key data gaps.

Key sustainability issues and opportunities identified from the baseline review are listed below.

The SEA Regulations require 'material assets' to be considered within the SA. Material assets refer to the stock of valuable assets within a study area and can include many things from valuable landscapes, natural and cultural heritage through to housing stock, schools, hospitals and quality agricultural land. It is considered that the material assets of the borough are appropriately covered in the following baseline sections, and consequently will not be repeated as a separate section:

- Biodiversity, flora and fauna;
- Soil and land quality;
- Cultural heritage;
- Landscape;
- Housing; and
- Transportation.

### **Key Sustainability Issues and Opportunities**

The paragraphs that follow present the key sustainability issues and opportunities for Fylde.

#### **Population**

- Increasing proportion of elderly people. This could have particular implications for housing, health and service provision.
- Declining numbers of children and young people could also have implications for service provision for this age group.
- Recent population rise due to in-migration may have implications for housing provision and prices.
- Whilst urban dwelling can be more sustainable, rural populations should be maintained in order for essential services such as primary schools to survive.

#### **Education and Qualifications**

- High levels of educational attainment and aspiration should be maintained.
- It should be ensured that sufficient school places are available for resident children and young people.
- The gap between skills and aspiration and availability of skilled jobs could lead to the loss of skilled graduates to other parts of the country.

#### **Human Health**

- Levels of health are comparable to national averages. Health improvements could benefit the economy and could enhance overall quality of life in the borough.
- Key issues include smoking status at time of delivery, alcohol specific hospital stays among those under 18, excess weight in adults, incidence of malignant melanoma and the numbers killed and seriously injured on the roads.
- Reducing the proportion of residents with a long-term limiting illness could have economic benefits.
- There are opportunities to promote and facilitate healthy and active lifestyle choices, such as walking and cycling.

#### **Water**

- River water quality is generally moderate/poor across the borough and improvement measures should be encouraged. New developments should implement SuDS when

practicable as a means of improving water quality. This will include consideration of the water quality of main watercourses as well as ordinary watercourses and other water bodies including bathing waters.

- Wastewater capacity issues have been identified. Capacity should be considered as an integral part of surface water management, as capacity issues can have a negative effect on both flood risk and water quality.
- Inappropriate development should be directed away from areas at risk of flooding. Where there are no alternative sites available, development should not be placed at an unacceptable risk or increase risk elsewhere. New developments should implement SuDS when practicable to manage runoff and further reduce flood risk. This should consider the effects of climate change as part of an integrated approach to urban design, including consideration of SuDs as part of a wider green infrastructure network.
- The borough partly overlies a strategic aquifer which requires protection.
- Bathing water quality is improving, which may be due to the recently completed storm water storage scheme in Preston, which stores storm water in large tanks and then slowly releases it after the event. However, recent changes in Bathing Water legislation has resulted in more stringent standards. Poor management and proliferation of non-mains drainage systems may have an adverse effect on Bathing Water Quality.
- Water efficiency measures should be encouraged within both new and existing developments, with the consideration of the principles of water sensitive urban design.

### **Soil and Land Quality**

- There is a need to maintain levels of re-use of brownfield land in preference to greenfield sites, however, it is recognised that stocks of brownfield land in Fylde are extremely limited and are decreasing. This should be considered on a site-by-site basis as many brownfield sites can be more bio-diverse than greenfield areas if left to re-colonise.
- The Local Plan should aim to allocate as many deliverable brownfield sites as possible in order to minimise the amount of greenfield land required for new development.

### **Air Quality**

- No major air quality issues have been identified, although efforts should be made to reduce emissions further through current Local Authority controls and traffic reduction objectives.
- There may be opportunities to reduce car use by reducing travel distances between homes and places of work through appropriate policies which promote mixed use development in line with the National Planning Policy Framework.

### **Climatic Factors and Energy**

- The Local Plan should promote energy efficiency and a shift towards low-carbon forms of energy in order to reduce the carbon footprint of the borough. It will be important to identify the major consumers of energy in order to drive reductions.
- Tidal and fluvial flooding and flooding potential are important issues that are illustrative of climate change and have severe effects for residents and the economy. Flooding as a constraint should be given serious consideration in the development of the Local Plan. The causes of localised flooding and the means to reduce it should also be given serious consideration.
- New developments should be encouraged to include sustainable design principles.
- There are opportunities for the development of renewable/low carbon energy. This includes potential for on and offshore wind energy and solar energy. Due consideration must be given to biodiversity, landscape and heritage resources when siting renewable energy infrastructure.
- Reducing levels of road transport and encouraging more sustainable modes of travel would succeed in reducing emissions.
- The Local Plan should ensure the natural environment can adapt and mitigate the effects of climate change.
- Provision of different sources of renewable/low carbon energy should continue to be monitored.

## **Biodiversity, Flora and Fauna**

- The high quality environment of the borough requires protection. There may be potential threats from development and increased tourism and leisure, particularly along the coast.
- Sand extraction activities should continue to be monitored.
- Internationally designated sites must be afforded the highest level of protection.
- The Local Plan should make a positive contribution to achieving Biodiversity Action Plan (BAP) targets.
- There is an opportunity to promote green infrastructure and blue infrastructure networks across the borough to improve habitat connectivity and help prevent fragmentation. Green infrastructure could also provide a recreational resource and mitigate against the effects of climate change.
- Preserve and enhance opportunities for public access to parks, open and green spaces, public rights of way, the countryside and the coast.

## **Cultural Heritage**

- The distinctive cultural heritage resource of the borough requires protection. Risks to heritage can be reduced by good land management, and by informed planning policies that take full account of the importance of historic buildings and sites.
- In addition to preserving statutory sites it is important to ensure that the wider historic landscape is protected and that non –designated heritage and archaeological resources are considered.
- There are opportunities for enhancing the tourism potential and flood risk protection of the heritage resource.

## **Landscape**

- The borough has a distinctive landscape and townscape which is closely linked to the environmental designations along the coast, the area's historical development and to the agricultural practices that are undertaken further inland. The landscape and townscape is a characteristic of the borough and it is important that it is preserved and enhanced for marketing the area's image as a place to live and visit and for contributing to the quality of life of its residents.
- In addition to considering the wider strategic preservation of the borough's landscape and townscape, opportunities should be sought to enhance design and landscaping at the local level to improve the quality of the local environment.
- Potential coalescence of settlements is an issue therefore there are two proposed Areas of Separation in the emerging Local Plan.
- The impact of development on the edge of settlements and highways schemes on the landscape and townscape must be given careful consideration.

## **Minerals and Waste**

- Fylde contains two major strategic landfill sites. The transport and environmental implications of these must be managed carefully.
- Potential environmental issues associated with sand extraction at St. Annes are monitored regularly.
- Fylde appears to be performing well in terms of recycling and composting. Opportunities should be sought to further enhance performance and reduce cases of fly-tipping.
- Sustainable sourcing and waste management principles should be promoted for all new developments.
- The potential for shale gas has been identified across the Fylde Coast area with exploration wells. Companies seeking to undertake exploratory investigations, and to subsequently test for and extract onshore oil or gas, including shale gas, must apply for planning permission from LCC. LCC, along with Blackburn with Darwen Borough Council and Blackpool Council, have produced a draft Onshore Oil and Gas Exploration, Production and Distribution Supplementary Planning Document. This should be taken into consideration in the Local Plan.

## Transportation

- There is a high level of car dependency, which is partly due to the geography of the borough. Car ownership levels are high and a low proportion of commuters use public transport. This has implications for air quality, congestion and climate change. Measures to encourage modal shift away from the private car, including walking and cycling, should be promoted.
- Congestion at the M55 / M6 junction, M55 junction 3 and M55 junction 4 is related to commuting and tourist traffic.
- New road schemes are being brought forward as part of the Fylde Coast Highways and Transport Masterplan (LCC). Two new roads are proposed, one between Lytham/St Annes and the M55 junction 4 (Heyhouses M55 Link road) and also the Preston Western Distributor Road which run from a proposed Junction 2 on the M55 south around the western boundary of Preston to the A584. Any new road construction proposals must be fully assessed for potential sustainability impacts.
- There is a need to improve the quality, frequency and connectivity of rail services, especially on the South Fylde line. Fylde Council should continue to work in conjunction with Network Rail and Lancashire County Council to achieve this key improvement in the borough's train services and stations.
- There is relatively poor public transport provision in rural areas. Attempts of rural partnerships to improve rural bus services have been largely unsuccessful. There is an opportunity to maintain the proportion of new dwellings being built with access to bus stops.
- It will be important to ensure that new employment sites can be easily accessed by sustainable modes of transport.
- Blackpool Airport still has the potential to be an international airport and as such should be supported in its continued operation and as a development growth area, whilst ensuring that associated environmental impacts are fully considered.
- The use of Information and Communications Technology (ICT) should be promoted to increase the competitiveness of local businesses and to help facilitate a reduction in the need to travel.

## Economy

- There is a need to diversify the employment base to ensure long-term protection of employment and economic strength and to reduce dependence on a small number of major employers.
- The borough should seek to provide more highly skilled jobs to attract and retain the higher skilled resident population and retain students.
- Opportunities should be taken to market the borough's image as a place to set up new businesses.
- Employment in farming is under threat. The Council should continue to support the farming economy when and where it is possible to do so through sustainable planning policies.
- Levels of in commuting are high..
- The Council should continue to monitor and support the new Lancashire Enterprise Zone at BAE Systems at Warton. A further Enterprise Zone has been designated at Blackpool Airport, which should see positive economic benefits across the borough.
- Opportunities should be taken to develop the tourism industry by capitalising on existing assets, although this must be sustainable and avoid adverse environmental impacts.
- Lancashire County Council started work in 2012 on a county wide programme called Superfast Lancashire, which is designed to ensure that 97% of the county can receive high speed fibre broadband by 2015. Currently broadband speeds for Fylde range depending on which part of the borough you are in. Although the average for the borough is 2.0-7.9 megabits per second (Mbit/s).

## Deprivation

- Crime rates are low and should be maintained, although fear of crime and anti-social behaviour, drug and alcohol related crime are still problems, particularly in urban areas.
- Deprivation as a whole is low, although there are pockets in particular wards, most notably the more central urban wards that require attention. There is a need to improve access to

basic services and amenities in rural areas.

- There may be scope in the future to more actively involve local communities in decision making through Neighbourhood Plans, which in the long-term could help to contribute towards more sustainable communities.

## Housing

- There is a high demand for housing, related to an increase in population and in-migration.
- Despite the recent slowdown, average house prices are high leading to affordability problems, particularly for local employees in lower income jobs.
- There is a need for more affordable family housing, and small units of 2-3 bedrooms and specialist housing for the increasing elderly population, particularly in Lytham and St Annes, although a potential conflict with brownfield development targets is recognised. There is also a need for more social housing.
- Homelessness, although low is on the rise along with the need for interim accommodation.
- The Council has an up to date Gypsy and Travellers accommodation (GTAA), which identifies a need for 26 pitches for Gypsies and Travellers up to the year 2031, with a requirement of 0 plots (or yards) required for Travelling Showpeople up to the year 2031.
- Although commitments (planning permissions) have increased to approximately 3,500 in March 2015, completions have remained low at 235 (2014/15).
- New housing should be developed within easy access of public transport and basic goods, services, amenities and greenspace.
- The promotion of sustainable design principles in the development of new housing should be encouraged.

## Transboundary Issues

For many authorities, the geographical scale of particular baseline issues means that they relate closely to neighbouring authorities. For example, housing provision and prices, employment migration and commuting, service provision and education can all result in flows of people across Local Authority boundaries. In order to help to characterise the baseline further, some of these key 'transboundary' issues have been identified below. In addition, the assessment of cumulative effects in Chapter 8 of this SA Report identifies the status of development of other local plans in the region, alongside indicative development figures.

- Regular Duty to Cooperate meetings take place at both member and officer level between Fylde, Wyre and Blackpool Councils and Lancashire County Council. A Memorandum of Understanding (MOU) has been agreed as part of a Duty to Co-operate.
- Blackpool is the sub-regional centre for the wider Fylde Coast, but at present is not fulfilling its potential in this role. Regeneration initiatives in Blackpool are designed to address a range of social, economic and environmental issues. There are relationships between Fylde and Blackpool, in terms of the sub regional housing market area, employment and tourism. For example, Fylde and Blackpool jointly benefit from holiday-makers visiting the adjoining resort.
- It will be important for the Local Plan to consider development within other authorities in the sub-region and its impact on infrastructure. Waste water capacity issues have been identified in the Fylde Coast sub-region and a Fylde Peninsular Waste Water Management Group has been established.
- The Hillhouse employment site development at Thornton-Cleveleys in Wyre is a major project serving the Fylde Coast sub-region. This is likely to have employment implications for Blackpool and Fylde.
- Traffic congestion associated with A585 to Fleetwood and employment sites in Blackpool is considered to be an issue in rural areas of Wyre and Fylde.
- Waste disposal is an issue for the whole of the Fylde Coast area with Wyre and Fylde containing the main landfill sites serving a wide catchment including Blackpool, South Ribble and Preston.
- A new enterprise zone has been created, centred on the BAE Systems base at Warton. The main thrust of the Enterprise Zone is to attract new investment and employment to the North West area, based around high technology manufacturing industries. British Aerospace is a

key driver in that bid. In addition to the aeronautical specialism, a package would be set-up, to include a regional skills centre/academy. One of the aims of the initiative is to retain younger people in the area and promote inward investment.

- Blackpool Airport is situated within Fylde close to the boundary with Blackpool. It no longer operates as an International Airport and an Enterprise Zone has been designated at this site, which should see positive economic benefits across the borough
- Preston City Council is proposing expansion to the North West of Preston which could create additional traffic congestion and affect movement of traffic to/from employment opportunities at Warton.
- The Central Lancashire Highways and Transport Master plan is proposing a new road linking the M55 near Bartle (Junction 2 of the M55) with the A583/A584 at Clifton. The new road would support delivery of the Cottam and North West Preston strategic housing locations identified in the Central Lancashire Core Strategy and improve access to the strategic road network from the Enterprise Zone site at Warton.

## SA Framework

### Background to the SA Framework

The SA Framework underpins the assessment methodology and comprises a series of SA Objectives (covering social, economic and environmental issues) that are used to test the performance of the plan being assessed. Whilst the SEA Regulations do not require the use of SA Objectives, they are a recognised tool for undertaking the assessment and are aspirations/goals that an authority/organisation should work towards achieving.

The SA Objectives are separate from the objectives of the Local Plan, although there may be some overlaps between them. To help measure the performance of the Local Plan's components against the SA Objectives, it is beneficial if they are supported by a series of indicators and targets. Baseline data should be collated to support each of the indicators, as this provides a means of determining current performance across the borough and gauging how much intervention or the extent of work needed to achieve the targets that have been identified. The following section provides further details about the development of the SA Framework.

### Development of the SA Objectives

The SA Objectives have been developed using the review of other relevant plans, programmes and environmental objectives, the baseline data, the key issue and opportunities, and the outcomes of consultation on the SA scope.

Table 3-3 presents the proposed SA Objectives, indicators and targets that have been used in the assessment of the Local Plan and its options. Where possible, the indicators selected link to those used to describe the baseline conditions across the borough, as an understanding of the existing conditions is needed to inform the assessment. Each of the SA Objectives is supported by a series of guide questions to add further clarity and to assist the assessment process.

The SA Framework was amended following receipt of the Scoping Report consultation responses from statutory consultees. In 2012, the SA Framework was modified as follows:

- SA Objective 6 'Improve sustainable access to basic goods, services and amenities for all groups' was amended to include a sub-objective to ensure access to the public rights of way network in the borough is improved.
- SA Objective 10 was amended to include the protection and enhancement of geodiversity resources. SA Objective 10 was amended to state 'Protect and enhance biodiversity and geodiversity'.
- SA Objective 11 was amended to include reference to townscape. The SA Objective now states 'Protect and enhance landscape and townscape character and quality, and protect tranquillity'.

Table 3-3 SA Objectives, Indicators and Targets

| SA Objective and Guide Questions  | Indicators   | Targets (time constrained where indicated)  |
|---|--|---|
| <b>1. Reduce crime, disorder and fear of crime</b>  |  |   |
| <p>Reduce levels of crime Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design</p>  | <p>Crime levels per 1,000 population</p> <p>Percentage of males/females feeling 'fairly' or 'very unsafe' about after dark</p> <p>Reports of juvenile nuisance</p> <p>Number and distribution of wards with LSOAs in the bottom 30% nationally for crime deprivation</p> <p>Alcohol seizures from underage youths in public places</p> <p>Number of people accessing drug treatment</p>  | <p>To continue the reduction of all crime within the borough</p> <p>To achieve at least 90% of people feeling safe in the borough when out at night</p> <p>Reduce the perception of anti-social behaviour as a problem</p> <p>Reduce fear of crime.</p> <p>Reduced complaints of juvenile nuisance and associated antisocial behaviour and low level crime</p> <p>Contribute to national targets for a reduction in the number of people killed or seriously injured in road accidents</p> <p>A reduction of 10% in criminal damage, from the baseline set in 2003/04</p> |
| <b>2. Improve levels of educational attainment and encourage lifelong learning</b>  |  |   |
| <p>Increase levels of participation and attainment in education for all members of society.</p> <p>Improve the provision of education and training facilities.</p> <p>Improve access to and involvement in lifelong learning opportunities.</p> | <p>Location and number of educational establishments</p> <p>Number of school places available to resident children and young people compared to demand</p> <p>Percentage of 15 year old pupils in local authority schools achieving 5 or more GCSEs at Grades A* - C or equivalent</p> <p>Number and distribution of wards with LSOAs in the bottom 30% nationally for education, skills and training deprivation</p> <p>Percentage of people aged 16-74 achieving National Vocational Qualification (NVQ) level 4/5</p> <p>Percentage of people aged 16-74 with no qualifications</p> | <p>To improve GCSE level performance above current levels</p> <p>Increase working age people qualified to NVQ level 4</p> <p>Ensure sufficient school places are available for resident children and young people</p>   |
| <b>3. Improve physical and mental health for all and reduce health inequalities</b>   |  |   |
| <p>Reduce health inequalities amongst different groups in the community</p> <p>Improve access to health and social care services</p>  | <p>Number and distribution of wards with LSOAs in the bottom 30% nationally for health deprivation and disability</p> <p>Percentage of people who consider themselves to be in</p>   | <p>Reduce number of wards with LSOAs in bottom 30% for health and disability deprivation</p> <p>To increase resident population with good</p>   |



| SA Objective and Guide Questions   | Indicators  | Targets (time constrained where indicated)   |
|--|---|--|
| Promote healthy lifestyles<br>Encourage the development of strong and cohesive communities   | good health<br>Percentage of working-age population with a long-term limiting illness<br>Life expectancy at birth Standardised mortality ratios<br>Percentage of patients able to be offered a routine appointment to see a general Practitioner (GP) within 2 working days<br>Percentage of people participating in regular sports or exercise<br>Conceptions per 1,000 women aged 15 – 17 | health year on year by 1%<br>To increase life expectancy year on year  |
| <b>4. Ensure that housing provision meets all needs</b>  |   |  |
| Ensure that there is sufficient housing to meet identified needs in all areas<br>Ensure that housing meets acceptable standards<br>Increase the availability of affordable housing   | Dwelling stock by type and tenure<br>Average house prices<br>Affordability ratio<br>Affordable housing completions<br>Percentage of unfit dwellings<br>Percentage of vacant dwellings<br>Number and location of wards with LSOAs in the bottom 30% nationally for Living Environment Deprivation<br>Number of households presented as homeless  | Maintain a 5-year supply of land for housing development and gypsy, traveller and travelling showpeople.<br>Deliver 370 net additional dwellings per annum<br>To deliver 7700 dwellings over the plan period<br>Decrease the number of unfit dwellings<br>The number of market housing schemes of 10 or more homes that provide 30% affordable homes<br>To achieve at least 92% satisfaction with Fylde as a place to live |
| <b>5. Protect and enhance community spirit and cohesion</b>  |   |  |
| Develop opportunities for community involvement<br>Improve relations between all social groups   | Percentage of residents who think that for their local area, over the past three years, that community activities have got better or stayed the same.   | There are no particular targets for this SA Objective.<br>It may be appropriate to set a target for the satisfaction of local people and stakeholders with their ability to influence decision-making.   |
| <b>6. Improve sustainable access to basic goods, services and amenities for all groups</b>   |   |  |
| Ensure that public transport services meet people's needs<br>Ensure that highways infrastructure meets people's needs (including walking and cycling routes)<br>Promote the use of sustainable travel modes and reduce dependence on the private car | Journey to work by mode<br>Public transport usage<br>% of the population that are within 20 minutes travel time (urban - walking; rural - driving) of a range of three different sports facility types, at least one of which has achieved a quality mark.  | Increase the percentage of areas in Lancashire that are within 15 to 30 minutes by public transport of at least four key services<br>Increased use of leisure and cultural facilities.<br>An increase in capacity/quality and availability of pitch provision to meet an additional 0.74   |

| SA Objective and Guide Questions  | Indicators  | Targets (time constrained where indicated)  |
|---|---|---|
| <p>Improve access to cultural and recreational facilities</p> <p>Maintain and improve access to essential services and facilities, including in rural areas</p> <p>Improve access to open space</p> <p>Improve public access to good quality rights of way network</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p> | <p>Proportion of rural households at set distances from key services</p> <p>Proportion of rural households with access to regular rural bus service</p> <p>% of residents satisfied with cultural facilities (e.g. cinemas, museums) and sport / leisure facilities</p> <p>Percentage of population within 1km of key services</p> <p>Percentage of new dwellings built within 400m of a bus stop or 800m of a railway station</p> <p>Number and distribution of wards with LSOAs in the bottom 30% nationally for barriers to housing and services deprivation</p> <p>Length of Public Rights of Way</p> | <p>hectares per 1,000 population</p> <p>Year on year reduction in road traffic congestion</p>   |
| <b>7. Encourage sustainable economic growth and business development</b>  |   |   |
| <p>Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>  | <p>Location of key industries and major employers Economic activity rate</p> <p>Employment by sector and broad socio-economic group Availability of employment land</p> <p>% of residents who think that for their local area over the past three years that job prospects have got better or stayed the same</p> <p>Number of Value-Added Tax (VAT) registrations Gross Value Added (GVA) per capita for key sectors Visitor numbers and tourist revenue data</p>  | <p>Increase in GVA</p> <p>Increase new business registrations</p> <p>To achieve at least 90% satisfaction with Fylde as a place to visit Cumulative take-up of land for employment development from April 2011 compared to plan period requirement of 45.1ha</p> <p>To have at least three new companies operating in the Enterprise Zone by March 2016</p> |
|   | <p>Number of farm businesses assisted through diversification support</p> <p>Number of organic farms registered</p>   |   |
| <b>8. Promote economic inclusion</b>  |   |   |
| <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>  | <p>Percentage of working age population claiming job-seekers' allowance</p> <p>Economic activity rate</p> <p>Number of wards with LSOAs in bottom 30% nationally for income deprivation</p> <p>Number of wards with LSOAs in bottom 30% nationally</p>  | <p>Reduce the level of working age people claiming out of work benefits</p> <p>To have less than 5% unemployment in the borough</p>   |

| SA Objective and Guide Questions  | Indicators  | Targets (time constrained where indicated)  |
|---|---|---|
|   | for employment deprivation  |   |
| <b>9. Deliver urban renaissance</b>   |   |   |
| <p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p> <p>Promote adjacency of employment, recreation and residential areas in urban areas</p> <p>Support the preservation and / or development of a high quality built environment</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p> <p>Enhance the reputation of urban areas as places to live, work and visit</p> | <p>Peak Zone A rental data £/m2 (Zone A rental is a measure of town centre vitality and viability)</p> <p>Contextual indicators</p>   | <p>Reduce proportion of unclean streets</p> <p>Achieve &gt;75% satisfaction with shopping facilities</p> <p>Improve the retail offer within St. Annes</p> <p>To achieve at least 90% satisfaction from employees with Fylde as a place to work</p>  |
| <b>10. Protect and enhance biodiversity and geodiversity</b>  |   |   |
| <p>Protect and enhance designated sites of nature conservation importance and geodiversity</p> <p>Recognise the role of biodiversity as part of the wider range of ecosystem services</p> <p>Protect and enhance wildlife especially rare and protected species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>   | <p>Extent and condition of selected habitats</p> <p>Extent and condition of protected sites</p> <p>Number of designated sites in land management schemes</p> <p>Status of priority species</p> <p>Trends in abundance and distribution of selected species (birds, butterflies, bats and plants)</p> <p>Status of habitats and species providing essential services (e.g. water quality, water regulation, carbon capture, pollination and public enjoyment)</p> <p>Broad-leaved and mixed woodland</p> <p>Area and connectivity of habitats and wildlife corridors</p> <p>Access to green space</p> <p>Number of 'Green Flag' awards</p> | <p>Achievement of favourable conservation status for all European-designated sites</p> <p>Fylde Council-managed SSSIs to be in 'Favourable' or 'Unfavourable - recovering' status</p> <p>Reverse decline in farmland birds</p> <p>Meet Accessible Natural Greenspace Standards</p> <p>No net loss of designated sites</p> <p>Contribute positively towards the achievement of BAP targets</p> <p>Achieve a net gain in biodiversity</p> |
| <b>11. Protect and enhance landscape character and quality, and protect tranquillity</b>  |   |   |
| <p>Protect and enhance character and quality</p> <p>Minimise noise pollution</p> <p>Minimise light pollution</p> <p>Promote sensitive design in development</p>   | <p>Contextual information based upon landscape character assessments</p>  | <p>Increase the area of woodland</p>  |

| SA Objective and Guide Questions  | Indicators   | Targets (time constrained where indicated)  |
|---|--|---|
| <b>12. Conserve and enhance the historic environment, heritage assets and their setting</b>   |  |   |
| Protect and enhance historic buildings and archaeological sites and their setting<br>Protect and enhance historic landscape value and its setting<br>Protect and enhance undesignated heritage assets and their setting<br>Protect and enhance townscape character and quality  | Number, distribution and quality of Scheduled Monuments, listed buildings, Conservation Areas and Registered Parks and Gardens<br>Number of heritage assets on Historic England's 'at risk' register<br>Number of historic buildings repaired and brought back into use<br>% of local authority area covered by historic characterisation studies<br>Number and distribution of undesignated heritage assets<br>Number and distribution of locally listed heritage assets<br>Number, location, size and character of Conservation Areas<br>% of Conservation Areas with an up-to-date character appraisal and management plan<br>Number of development projects that enhance the significance of historic assets or historic landscape character<br>Number of development projects that detract from the significance of heritage assets or historic landscape character<br>% planning applications where archaeological investigations were required prior to approval/are required as part of pre- commencement conditions as part of planning approvals | No net loss of heritage assets, networks or settings<br>No increase in the number of heritage assets considered to be 'at risk'<br>No Grade I or II* buildings to be lost<br>Increase in the recognition of assets as having heritage importance  |
| <b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>   |  |   |
| Encourage sustainable use of water resources<br>Protect and enhance ground and surface water quality<br>Protect and improve the quality of bathing waters<br>Maintain and improve the quality of groundwater<br>Protect and enhance coastal water quality<br>Reduce and manage flooding<br>Encourage the inclusion of flood mitigation measures | WFD status / predicted status of the borough's rivers and groundwater bodies<br>Compliance with Bathing Water Directive 2006 Areas at risk of flooding<br>Number of planning applications permitted contrary to EA advice on flooding<br>Number of developments/initiatives incorporating SUDS<br>Number of developments incorporating the principles of water sensitive design  | Achievement of WFD predicted status for watercourses<br>Water consumption to reduce to 130l per person per day by 2030<br>To achieve compliance with Bathing Directive Guideline Standards at all monitoring points<br>To achieve or improve upon the physical, chemical and microbiological requirements of the Shellfish Waters Directive |

| SA Objective and Guide Questions   | Indicators  | Targets (time constrained where indicated)   |
|--|---|--|
| <b>14. Limit and adapt to the impacts of climate change</b>  |   |  |
| Reduce greenhouse gas emissions<br>Reduce the demand for energy and increase energy efficiency<br>Increase the use of renewable energy<br>Reduce CO <sub>2</sub> emissions from the transport sector   | Total CO <sub>2</sub> emissions per year<br>Annual average gas and electricity consumption in the domestic and commercial / industrial sectors<br>Percentage of energy from renewable sources<br>Number and location of applications for renewable/low carbon energy developments<br>Journey to work by mode Public transport usage   | Promotion of domestic energy efficiency and micro- generation<br>No planning applications permitted contrary to the Environment Agency advice on flooding<br>Reduce per capita CO <sub>2</sub> emissions Cut domestic CO <sub>2</sub> levels<br>To improve energy efficiency in the business sector  |
| <b>15. Protect and improve air quality</b>   |   |  |
| Protect and improve local air quality  | Number of Air Quality Management Areas (AQMAs)<br>Results of local air quality monitoring   | Achieve national Air Quality Standards No increase in the number of AQMAs  |
| <b>16. Ensure the sustainable use of natural resources</b>   |   |  |
| Reduce the demand for raw materials<br>Promote the use of recycled and secondary materials in construction<br>Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against<br>Encourage development of brownfield land where appropriate<br>Maintain and enhance soil quality<br>Increase the proportion of waste recycling and re-use<br>Reduce the production of waste<br>Reduce the proportion of waste landfilled | Quantity of secondary and recycled materials used in construction<br>Sales of secondary and recycled aggregates and totals of these aggregates as a percentage of all aggregates<br>Percentage of land stock derelict, vacant and contaminated Percentage of new homes built on brownfield sites<br>Amount of household waste collected<br>Percentage of household waste recycled and composted<br>Percentage of household waste landfilled | Zero growth in the generation of waste streams<br>Recycle 55% of all commercial and industrial wastes by 2020<br>Recycle and compost 56% of all waste by 2015, increasing to 61% by 2020<br>Recover 81% of all waste by 2015 and 88% by 2020<br>To achieve and maintain at least 90% of households on wheeled bin collection services<br>To achieve a household recycling rate of at least 47% |

### 3.3 Stage B: Developing and Refining Options and Assessing Effects

#### Alternatives

As identified in Box 3, the SEA Regulations require that the assessment process considers alternatives:

**Box 3: Consideration of Alternatives**

The SEA Regulations require that an SEA environmental report:  
*'...identify, describe and evaluate the likely significant effects on the environment of— (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme.'*  
 (Regulation 12-(2)); and  
 provides *'an outline of the reasons for selecting the alternatives dealt with'* (Schedule 2-8).

Government guidance advises that only realistic and relevant alternatives should be considered and they should be sufficiently distinct to enable a meaningful comparison of their different environmental effects. This SA Report presents a summary of the findings of the Plan Options that were previously assessed in 2012 and 2013.

#### Assessment Approach

The appraisal has been presented in an appraisal matrix for each group of policies and allocations. The matrix is an established method for clearly analysing the performance of the policies or sites and helps meet the requirements of the SEA Regulations by ensuring that the following elements are considered:

- Impact – whether the impact will be positive, negative or neutral when assessed against the SA Objectives;
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +);
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered;
- Permanency – whether effects will be permanent or temporary;
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high; and
- Cumulative and synergistic effects.

Where negative impacts have been identified, measures have been proposed to offset, avoid or otherwise mitigate for the impact. In addition, measures which may further enhance benefits have also been identified as appropriate.

Tables 3-4 and 3-5 provide an explanation of the notation used in the assessment matrices.

**Table 3-4 Assessment Scale**

|                       |  |    |
|-----------------------|--|----|
| Major Positive Impact | The policy/option/site strongly supports the achievement of the SA Objective.                            | ++ |
| Positive Impact       | This policy/option/site contributes partially to the achievement of the SA Objective but not completely. | +  |

|                                |  |     |
|--------------------------------|--|-----|
| Neutral/ No Impact             | There is no clear relationship between the policy/option/site and/or the achievement of the SA Objective or the relationship is negligible.  | 0   |
| Positive and negative outcomes | The policy/option/site has a combination of both positive and negative contributions to the achievement of the SA Objective.   | +/- |
| Uncertain outcome              | It is not possible to determine the nature of the impact as there may be too many external factors that would influence the appraisal or the impact may depend heavily upon implementation at the local level. More information is required to assess the impacts. | ?   |
| Negative Impact                | The policy/option/site is partially detrimental to the achievement of the SA Objective.  | -   |
| Major Negative Impact          | The policy/option/site strongly detracts from the achievement of the SA Objective.   | --  |

**Table 3-5 Notation used to identify types of effects**

|       |   |
|-------|---|
| L-T   | Effects likely to arise in 10-25 years of Local Plan implementation |
| M-T   | Effects likely to arise in 5-10 years of Local Plan implementation  |
| S-T   | Effects likely to arise in 0-5 years of Local Plan implementation   |
| D     | Direct effects.   |
| I     | Indirect effects.   |
| R     | Effects are reversible  |
| IR    | Effects are irreversible  |
| H/M/L | High, medium or low certainty of prediction                         |

## Assessment of the Vision for Fylde

Good practice guidance recommends that the key aims and principles of the plan should be assessed against the SA Objectives, in order to test their compatibility and to determine whether they accord with broad sustainability principles.

The Vision for Fylde has been reviewed against the SA Objectives, and a summary of the key strengths, weaknesses and recommendations are presented in Chapter 5. Recommendations were made to offset or alleviate any adverse impacts that were predicted, or to enhance any opportunities that were identified.

## Assessment of the Strategic Objectives

Good practice guidance also recommends that the goals of a plan should be assessed against the SA Objectives. The assessment of the Strategic Objectives of the Local Plan against the SA Objectives has been undertaken during the SA at each relevant stage, using a simple matrix-based approach. Chapter 5 presents the complete compatibility of the Spatial Objectives against the SA Objectives.

## Appraisal of the Spatial Development Framework and Strategic Locations for Development

The spatial development framework and the strategic locations for development were assessed against the SA Objectives using a matrix-based approach. This matrix allowed the identification of positive and negative impacts, as well as the potential for cumulative effects to occur as a

result of the development of multiple sites in a specific location of the borough. Mitigation measures and recommendations were suggested to offset or alleviate any predicted adverse impacts, or to enhance any opportunities that were identified.

The assessment notations used in the assessment, together with their definition (i.e. how a positive score was assigned) are presented above and Appendix F. When undertaking the assessment, the symbols assigned in the matrix were justified in the commentary box along with any uncertainties. A summary of the assessment of the Spatial Options is provided in Chapter 4. The complete results of the assessment are presented in Appendix D.

A summary of the assessment of the Spatial Development Framework and Strategic Locations for Development is provided in Chapter 6. The complete results of the assessment are presented in Appendix F (2013 Preferred Option Assessments) and Appendix H (Publication Version Assessments).

## Appraisal of General Development Policies and Topic-Specific Policies

The General Development Policies and Topic-Specific Policies were assessed against the SA Objectives using a matrix-based approach. This identified the positive and negative impacts associated with the policies and included mitigation measures to address any predicted adverse impacts. As there is a degree of overlap between the intentions of some of the policies they have been grouped together and the groups of policies, for example, all those relating to the Fylde Economy in Chapter 9 of the Local Plan have been assessed in a single matrix.

In terms of the assessment notations used in the assessment, when undertaking the assessment, the symbols assigned in the matrix were justified in the commentary box along with any uncertainties.

A summary of the assessment of the Policies and Topic-Specific Policies from the Preferred Option (2013) and Revised Preferred Option (2015) is provided in Chapter 6. The complete results of the assessment are presented in Appendix F (2013 Preferred Option Assessments) and Appendix H (Publication Version Assessments).

## Appraisal of Non-Strategic Sites

The Non-Strategic Sites were assessed against a revised SA Framework, using a matrix-based approach. The SA Framework was revised for the assessment of the strategic sites, to enable the Objectives and Guide Questions to be specifically focussed on site specific aspects, to avoid repetition in the assessment and to avoid questions for which assessments either would be the same for all sites (so there wouldn't be any differentiation between sites for assessments), or questions which aren't spatially specific (e.g. those which are related to plan policies, such as design measures). Further information on how the SA Framework was modified for the appraisal of the non-strategic sites can be found in Chapter 7.

The assessment of the non-strategic sites identifies the positive and negative impacts predicted and includes mitigation measures to address any predicted adverse impacts wherever possible. Cumulative effects are identified, which address some of the SA Objectives that have been included from the assessment of individual policies. A summary of the assessment, together with the assessment notations used in the assessment and their definition (i.e. how a positive score was assigned) are presented in Chapter 7 and Appendix I.

## Mitigation

Where appropriate, mitigation measures are recommended to avoid, reduce or offset the potential adverse impacts as a result of the Local Plan. In addition, potential opportunities to benefit and enhance the social, economic and environmental receptors are identified.



As the Local Plan has been developed in parallel to the SA process, mitigation measures have been incorporated on a continual basis into the Local Plan.

### 3.3.1 Appraisal of Cumulative and Synergistic Effects

The SEA Regulations require, *inter alia*, that cumulative effects should be considered. It stipulates the consideration of “the likely significant effects on the environment...” and that “these effects should include secondary, cumulative, synergistic...effects” (Schedule 2-6). The Practical Guide sets out the following definitions for these terms:

- Secondary or indirect effects comprise effects which do not occur as a direct result of the proposed activities, but as a result of complex causal pathway (which may not be predictable).
- Cumulative effects arise from a combination of two or more effects, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan or programme have a combined effect.
- Synergistic effects – synergy occurs where the joint effect of two or more processes is greater than the sum of individual effects.

The potential for cumulative, synergistic or secondary or indirect effects as a result of the Local Plan has been inherently considered within the appraisal, the findings of which are presented in Chapter 8.

### 3.3.2 Appraisal of Transboundary Effects

The SEA Regulations require SAs to consider the transboundary effects of the plan on other EU member states. However, it is not considered likely that the Local Plan could have significant effects upon other member states. Transboundary effects are, however, mentioned within the SA where considered appropriate.

## 3.4 Technical Limitations and Uncertainties

During the assessment of the Local Plan, there has sometimes been uncertainty when predicting the potential effects. Where this has occurred, the uncertainty is identified within the appraisal matrices and accompanied by recommendations to mitigate such impacts.

In addition, a number of data gaps are identified within the baseline context where data is unavailable or out of date. Obtaining these datasets would help to further increase the knowledge of the areas, and could potentially be filled through the use of the monitoring framework.

The Local Plan essentially acts as a guidance document for the future development of Fylde. There is therefore reliance upon future decision-makers to ensure sustainable development is ensured.

## 4 Appraisal of the Alternative Options (2012)

### 4.1 Spatial Strategy Options

In 2012, five alternative spatial strategy options were proposed in the *Fylde Local Plan to 2030 Issues and Options* paper. The options are listed below with further details provided in Appendix D.

- Option 1: Focus on Lytham and St Annes
- Option 2: Equal focus on Lytham and St Annes and Kirkham
- Option 3: Lytham and St Annes and Key Local Service Centres
- Option 4: Lytham and St Annes and rural dispersal
- Option 5: Equal focus on Lytham and St Annes and land on the SE edge of Blackpool

#### Business as Usual Option

With regards to the 'business as usual' approach in Fylde, this was not a realistic option and therefore not taken forward as a strategic option in its own right by the Council. However, undertaking an assessment of this scenario is a requirement, where relevant, of the SEA Regulations and an assessment was undertaken to enable comparison against the spatial strategy options.

The current spatial strategy approach is set out within the aims of the Fylde Borough Local Plan 2005. Its main aim is to concentrate development within the existing settlement boundaries with the exception of new employment land also being allocated in the Whitehills area (near Junction 4 of the M55). However, the Local Plan is out of date and does not include any housing allocations, this has led to insufficient supply of housing sites which has had impacts on other land uses. The main settlement of Lytham and St Annes is also heavily constrained. This situation naturally leads to a degree of planning on appeal which may lead to some unwelcome development, for example, where un-used employment land may be replaced by housing, housing is developed on the edge of settlements or potentially developed within the open countryside. There would be little strategic direction for new development in order to maximise sustainability benefits overall. BAE Systems at Warton is contracting and an Enterprise Zone has been established which aspires to create net additional employment.

### 4.2 Summary and Recommendations

The assessment matrices are presented in Appendix D. The assessment identified that a number of the options are quite similar, with all including a significant amount of development in and around Lytham and St Annes and then various degrees of development in other settlements. There are numerous sustainability advantages to developing in Lytham and St Annes, despite the need to expand into greenfield areas. Nevertheless, the options which promote slightly less development there (Option 2 and possibly 3 and 4) were assessed as being more beneficial in terms of seeking to avoid adverse impacts upon the international wildlife designations in the Ribble Estuary.

The options that promote development in the local service centres of Kirkham, Wesham and Warton performed well against the SA Objectives, in particular around Kirkham due to its good rail links and comparatively few environmental constraints. Development in all of these areas (through choice of sites and planning policies) should be carefully controlled, however, to ensure that suburbs do not become too dense and do not have significant effects upon the character of the local area. Development in Warton also has a number of sustainability benefits including its proximity to the Enterprise Zone and available brownfield land.

Similarly, development at the edge of Blackpool has a number of sustainability advantages so

long as it is carefully masterplanned, phased and serviced by adequate public transport and essential services. If this does not happen, there could be considerable sustainability problems. A degree of development in this area may lead to some environmental improvements, but again, this should be carefully designed to avoid significant loss of open countryside and the more valuable areas of local character. With this approach, economic leakage to Blackpool is likely.

Rural isolation is a key issue in the borough and only one option seeks to notably address this (Option 4). This option also has potential to lead to a number of environmental impacts due to the greater environmental sensitivities in those areas. However, it was recommended that some degree of rural development does occur (i.e. more than is proposed in Options 1, 2, 3 and 5 but not as much as 4) where less sensitive sites exist, on a small scale and to a design that reflects the local character.

**Table 4-1 Summary of the Spatial Strategy Appraisal Results**

| SA Objective         | Option |      |      |       |       |        |
|----------------------|--------|------|------|-------|-------|--------|
|                      | 1      | 2    | 3    | 4     | 5     | B.A.U. |
| 1 Crime              | 0/-    | 0    | 0    | 0     | 0     | ?      |
| 2 Education          | +      | +    | +    | +     | +     | -      |
| 3 Health             | +      | +    | +    | +     | (+)   | +/-    |
| 4 Housing            | +      | +    | +    | ++    | +     | -      |
| 5 Community          | ?      | ?    | ?    | ?     | ?     | ?      |
| 6 Access             | +      | +(+) | +(+) | +(+)  | +     | ?      |
| 7 Economic growth    | +      | +    | +    | +(+)  | +     | +/-    |
| 8 Economic inclusion | +      | +    | +    | +(+)  | +     | +      |
| 9 Urban renaissance  | +(+)   | ++   | ++   | +(+)  | +     | -      |
| 10 Biodiversity      | -      | (-)  | (-)  | - (-) | (-)   | -      |
| 11 Landscape         | +/-    | +/-  | +/-  | -     | +/(-) | +/-    |
| 12 Heritage          | ?      | ?    | ?    | ?     | ?/-   | ?      |
| 13 Water             | -      | (-)  | (-)  | -     | (-)   | -      |
| 14 Climate           | -      | (-)  | -    | -     | -     | +/-    |
| 15 Air quality       | 0      | (-)  | -    | 0     | -     | ?      |
| 16 Resources         | (+)/-  | +/-  | +/-  | -     | +/(-) | +/-    |

## 4.3 Policy Options

In addition to assessing the performance of the five strategy options and the Business as Usual scenario, a series of Policy options were developed by the Council that were also assessed through the SA. Policy options were developed for the following topic areas:

- Provision of Homes in Fylde
- The Fylde Economy
- Economy and Employment
- Retail Development
- Tourism
- Climate Change, Renewable Energy and Flood Risk

- Climate Change
- Renewable Energy
- Flood Risk
- The Natural Environment and Heritage
- Landscape and Biodiversity
- Open Space and Green Infrastructure
- The Rural Economy and Green Belt
- Heritage and Culture
- Infrastructure and Transport
- Infrastructure
- Transport

The results of the assessment of the policies were documented in the Interim SA Report (2012) and the information used by the Council to develop the preferred Policy wording.

## 4.4 Non-strategic Site Alternatives

Alternatives to the Council's 'Non-strategic Sites' (see Chapter 7) have been assessed. This assessment is provided in Appendix J, and the reasons for non-selection are provided in Appendix K.

# 5 Appraisal of the Vision and Objectives

## 5.1 Appraisal of the Vision for Fylde

The Local Plan Vision (see Section 2.3) was initially appraised as part of the SA of the Local Plan Preferred Option (2013), and has been updated to reflect the current Vision.

### Discussion of Appraisal Findings

The Vision for Fylde is comprehensive and successfully addresses almost all of the SA Objectives. The level of detail within the Vision ensures that social, economic and environmental SA Objectives are positively fulfilled. Ultimately the Vision describes Fylde as a place where people want to live, work and visit.

The Vision addresses economic issues in Fylde through ensuring the visitor economy is strengthened by the area's resort appeal, its reputation as a centre for world famous golf championships and its attractive rural areas. The Island Sea Front Area and the Promenade Gardens at St Annes and Fairhaven Lake will have been regenerated to provide a high quality visitor experience.

Lytham and St Annes will be thriving resorts with quality specialist shops, with Kirkham a vibrant historic market town. Warton will be a Local Service Centre with a local retail centre serving the needs of the local community and employment opportunities will have increased and diversified through the development of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, at BAE Systems. The Fylde-Blackpool Periphery will have become a Local Service Centre by the end of the plan period in 2032, with a local retail centre servicing the new community that will have developed at Whitehills. Wesham and Freckleton will retain their functions as Local Service Centres. Communities will have the opportunity to access public services, good jobs and decent and affordable homes close to where they live by the promotion of mixed use development. These features will offer benefits to many of the SA Objectives including SA Objective 6 *'Improve sustainable access to basic goods'*, SA Objective 8 *'Promote economic inclusion'* and SA Objective 9 *'Deliver urban renaissance'*.

Communities will have opportunities to access healthy lifestyle choices, local health care facilities, good education and lifelong learning facilities will have been improved. Significant further educational opportunities and leisure facilities for young people will also have been provided all of which fulfil SA Objectives 2 *'Improve levels of educational attainment and encourage lifelong learning'* and SA Objective 3 *'Improve physical and mental health for all and reduce health inequalities'*.

The Vision commits to minimising the release of land outside settlement boundaries for development and protecting the highest quality agricultural land from inappropriate development. Similarly, biodiversity will also be protected from inappropriate development and will be enhanced.

The Vision's commitment to providing sufficient levels of housing of an appropriate type, tenure, design, density and mix to address local issues of affordability will benefit Objective 4 *'Ensure that housing provision meets all needs'*. The Vision also commits to providing sufficient open space and indoor and outdoor recreational facilities and accessible greenspaces which will contribute to enhancing the open space and green infrastructure network within the borough.

With regards to transport, the Vision seeks to reduce the need to travel and take advantage of the borough's flat landscape and providing additional footpaths, cycleways and bridleways in order to facilitate increased walking, cycling and horse riding. New transport provisions include the completion of the Lytham and St Annes to M55 link road and a link road to a new junction of the M55 to serve new housing in the north of Preston which will improve road access to Clifton

and Warton.

It is recognised that the Local Plan to 2032 should be read as a whole and the Vision should not be read in isolation. As it is an overview, it is considered that the Vision needn't include a lot of detail in relation to covering all SA Objectives in detail. Nevertheless, the recommendations from the previous iteration of the SA (Preferred Options 2103) have been considered in the Vision for the Revised Preferred Option, as follows:

- Although crime levels are low, issues relating to crime and safety were recommended for inclusion within the Vision through the following text ,which is now included within the Vision *'Fylde will be a welcoming, safe place with highly skilled, healthy communities'*.
- The Vision has also been strengthened to include a statement relating to the protection/enhancement of biodiversity.
- Based on recommendations from the previous iteration of the SA, the Vision now seeks to strengthen the borough's local economy and explicitly addresses the need to diversify the employment and retain its young people.

## 5.2 Appraisal of the Strategic Objectives

Each of the Local Plan Strategic Objectives was assessed against the SA Objectives in a compatibility matrix to determine their compatibility and to identify any potential areas where new Spatial Objectives need to be established or the existing ones clarified. Table 5-1 presents the compatibility of the Local Plan to 2030: Part 1 Strategic Objectives against the SA Objectives.

**Table 5-1 Compatibility of the SA Objectives and Strategic Objectives**

**Key**

✓ = Objectives are compatible

✗ = Objectives are potentially incompatible

0 = There is no link between objectives

? = The link between the objectives is uncertain

| SA Objectives   | Strategic Objectives |   |   |   |   |
|---|----------------------|---|---|---|---|
|   | 1                    | 2 | 3 | 4 | 5 |
| 1. Reduce crime, disorder and fear of crime   | ✓                    | 0 | 0 | 0 | ✓ |
| 2. Improve levels of educational attainment and encourage lifelong learning                     | 0                    | 0 | 0 | 0 | ✓ |
| 3. Improve physical and mental health for all and reduce health inequalities                    | ✓                    | ✓ | ✓ | ✓ | ✓ |
| 4. Ensure that housing provision meets all needs  | ✓                    | 0 | 0 | 0 | ✓ |
| 5. Protect and enhance community spirit and cohesion  | ✓                    | ✓ | ✓ | ✓ | ✓ |
| 6. Improve sustainable access to basic goods, services and amenities for all groups             | ✓                    | ✓ | ✓ | ✓ | ✓ |
| 7. Encourage sustainable economic growth and business development                               | ✓                    | 0 | ✓ | ✓ | ✓ |
| 8. Promote economic inclusion   | ✓                    | 0 | ✓ | ✓ | ✓ |
| 9. Deliver urban renaissance  | ✓                    | ✓ | 0 | ✓ | ✓ |
| 10. Protect and enhance biodiversity and geodiversity   | ✓                    | ✓ | 0 | ? | 0 |
| 11. Protect and enhance landscape and townscape character and quality, and protect tranquillity | ✓                    | ✓ | 0 | ? | 0 |
| 12. Protect and enhance the cultural heritage resource  | ?                    | ✓ | 0 | ? | 0 |

| SA Objectives  | Strategic Objectives |   |   |   |   |
|--|----------------------|---|---|---|---|
|  | 1                    | 2 | 3 | 4 | 5 |
| 13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding | ✓                    | ✓ | 0 | 0 | 0 |
| 14. Limit and adapt to the impacts of climate change   | ✓                    | ✓ | ✓ | ✓ | 0 |
| 15. Protect and improve air quality  | ✓                    | ✓ | ✓ | ? | 0 |
| 16. Ensure the sustainable use of natural resources  | ✓                    | ✓ | 0 | ✓ | ✓ |

On the whole the Strategic Objectives and the SA Objectives complement each other and no areas of clear incompatibility were identified. However, there are some uncertainties. One such uncertainty was identified for Strategic Objective 1 and SA Objective 12 '*Protect and enhance the cultural heritage resource*', as the Strategic Objective does not specify that new development should be well designed and integrated into its surroundings to ensure the protection of landscape/townscape/heritage resources. However, it should be noted that these considerations are addressed within Strategic Objective 2.

A number of uncertainties were identified relating to Spatial Objective 4 '*To diversify and grow the local economy*'. Uncertainties were recorded against SA Objectives 10, 11, 12 and 15. Similarly with the uncertainty raised for Strategic Objective 1, these SA Objectives are not referred to specifically within Strategic Objective 4, and although the purpose of the Strategic Objective is centred on the growth and diversification of the local economy, environmental issues may be affected as a result of development; for example, new employment development could potentially lead to adverse effects on biodiversity resources, landscape and townscape character and quality, heritage resources and air quality as a result of increased traffic movement (if not appropriately developed). However, the Strategic Objectives should be read as a whole and not individually; therefore, biodiversity, heritage, air quality and landscape/townscape resources would be afforded a level of protection through other Strategic Objectives.

The SA has influenced the development of the Strategic Objectives via previous rounds of assessment. In particular, Strategic Objective 2 was strengthened by adding consideration of further townscape / built environment issues.

# 6 Appraisal of Local Plan Policies and Strategic Locations for Development

## 6.1 Iterations of Assessment

As discussed in Chapters 2 and 3, the SA process has been iterative with Local Plan development; Local Plan policy has been updated and refined since the initial Draft Option plan in 2013 in response to the SA and other evidence and consultation feedback. Changes made to the policies and strategic sites in the Fylde Local Plan between the 2013 (Preferred Option) and 2015 (Revised Preferred Option), and then between 2015 and 2016 (Publication Version) are documented in Appendix G of this SA Report. The detailed results of the SA of the 2013 Preferred Option are included within Appendix F, which is available upon request. The SA of alternative approaches for these policies is presented in the Interim SA Options Report (2012) and can also be provided on request.

This Chapter documents the results of the SA of the Publication Local Plan (2016). Where relevant, this section also documents where the SA has influenced a policy.

Assessments of the Policies, including the Strategic Sites, are presented in Appendix H.

Non-strategic sites have also been assessed. These are assessed in Appendix I. A summary of this assessment is provided in Chapter 7 of this SA Report.

The policies cover Strategic Locations for Development, which are:

- Lytham and St Annes;
- Fylde-Blackpool Periphery;
- Warton; and
- Kirkham and Wesham.

These Strategic Locations include Strategic Sites. Unlike previous iterations, the 2016 Publication Version policies for each of the Strategic Locations list the non-strategic sites, but as their assessment is reported in Chapter 7, these are not included in this part of the SA. Only the Strategic Sites are included in this section.

## 6.2 The Spatial Development Framework (Strategic Policies NP1, S1, DLF1 and M1)

The Policies included within Table H.1 of Appendix H are as follows:

- NP1: Presumption in Favour of Sustainable Development
- S1: The Proposed Settlement Hierarchy
- DLF1: Development Locations for Fylde
- M1: Masterplanning the Strategic Locations for Development

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA previously recommended that policy should require all new developments to adhere to 'Secured by Design' principles. This has been incorporated into both Policy M1 and GD7.

The SA has previously suggested the below for inclusion in the Local Plan; however, phasing of development is no longer permitted under Government guidance on planning. This



recommendation and the others listed below remain as guidance for future implementation of allocations:

- A previous suggestion for the phasing of new development; however, phasing is no longer a Local Plan policy, and as such, the recommendation should be read so as to ensure the delivery of new infrastructure and facilities at the earliest stage possible *prior to* the operation of new development (so as to avoid impacts on existing users of infrastructure), including wastewater capacity and improved public transport linkages.
- Measures to avoid indirect impacts on the adjoining nature conservation sites should be incorporated into the design such as, for example a buffer and blocking possible routes to the sites directly from the development. Designated wildlife sites should be avoided and serious consideration should be given to the potential effects on the European designated sites through the HRA process. See provisions of Policies ENV1- 5.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for policies NP1 and S1. No major negative effects were predicted against the SA Objectives. Major positive effects are predicted for the following SA Objectives:

- SA Objective 1: Reduce crime, disorder and fear of crime (M1)
- SA Objective 2: Improve levels of educational attainment and encourage lifelong learning (M1)
- SA Objective 4: Ensure that housing provision meets all needs (DLF1)
- SA Objective 9: Deliver urban renaissance (M1)
- SA Objective 10: Protect and enhance biodiversity and geodiversity (M1)
- SA Objective 13: Protect and enhance the quality of the water environment and reduce the risk of flooding (M1)
- SA Objective 14: Limit and adapt to the impacts of climate change (M1)
- SA Objective 15: Protect and improve air quality (M1)
- SA Objective 16: Ensure the sustainable use of natural resources (M1)

Policy S1 states that Local Service Centres of Freckleton and Wesham and are well placed to provide for future local housing and employment needs, and that by 2032, Whyndyke Garden Village will also have developed into a Local Service Centre over the lifetime of the Local Plan.

Policy M1 includes requirements for Secured by Design principles to be incorporated into proposals that require masterplans. Policy M1 confirms that development must seek to illustrate a network of green spaces linking the area to the wider Green Infrastructure network that provides for large scale landscape enhancement, the provision of advanced landscape planting, the conservation and enhancement of important environmental assets and natural resources, biodiversity (nature conservation), ecological networks and formal and informal recreation areas.

Policy M1 ensures an appropriate level of retail, leisure, social, cultural, community and health facilities should be provided through policy M1. High quality design seeks to encourage cohesion within the site and seek to minimise the impact on neighbouring properties. A health impact screening will be undertaken for all major development proposals on strategic sites.

Overall, Policy DLF1 provides a minimum of 7,768 new, good quality, well designed dwellings including affordable units will make a significant contribution to meeting housing needs and modern design standards starting immediately and being phased through the plan period. The policy provides sufficient supply of flexible housing land to meet needs in the main urban areas. Policy M1 states that a broad balance and range of housing choice, including both market and affordable housing, in line with the Fylde Coast SHMA, 2014 should be provided, variations in housing density with an overall minimum net density of 30 homes per hectare and housing

located within a maximum walking distance of 400 metres of a frequent, viable and accessible bus service.

Policy M1 encourages the provision of access to well-designed, separate by overlooked cycleways (both on and off-road), walking routes and bridleways serving local facilities. Housing should be located within a maximum walking distance of 400 metres of a frequent, viable and accessible bus service. The policy also seeks to develop a Green Infrastructure Network as well as measures to minimise travel by private car. This could lead to significant benefits for improving sustainable access across the plan area, improving health and improving air quality whilst reducing CO<sub>2</sub> emissions.

Policy M1 advises to address the use of natural resources including requiring the provision of local waste management facilities and neighbourhood waste management facilities for the separation, storage and collection of waste, to increase the efficiency of its subsequent re-use, recycling and treatment should be provided. Developments will be required to include measures to deal with surface water drainage using the SuDS hierarchy; and wastewater infrastructure upgrades should be completed and the development of sites should be suitably phased to ensure that any potential adverse impacts are mitigated. Design of the infrastructure should take into account any potential future development. Inappropriate development in Flood Risk Zones 2 or 3 will not be permitted.

## 6.3 Policy SL1: Lytham and St Annes Strategic Location for Development

The Policy includes the following strategic sites and non-strategic housing and employment provision:

| Site  | Homes to be completed during Plan period | Employment over Plan period | Projected commencement date |
|---|--|-----------------------------|-----------------------------|
| HSS1 - Queensway, St Annes (housing)                      | 930                                      | 0.0 ha                      | 2016                        |
| MUS4 – Heyhouses Lane, St Annes                           | 322                                      | 0.0 ha                      | Commenced 2014              |
| HSS3 – Lytham Quays, Lytham                               | 120                                      | 0.0 ha                      | Commenced 2007/08           |
| ES1 - Queensway Industrial Estate, Snowdon Road, St Annes | 0  | 3.8 ha                      | TBC                         |
| ES2 – Dock Road, Lytham                                   | 0  | 0.9 ha                      | TBC                         |
| ES3 – Boundary Road, Lytham                               | 0  | 0.7 ha                      | TBC                         |
| <i>+ non-strategic sites</i>                              | <i>467</i>                               | <i>0.0</i>                  | <i>N/A (varies)</i>         |
| <b>Total</b>  | <b>1,839 homes</b>                       | <b>5.4 ha</b>               |                             |

The detailed SA of this policy is provided in Table H.2 of Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA has previously suggested the below for inclusion in the Local Plan; however, while Local Plan policies account for the below concerns, these recommendations have not been directly incorporated, and instead remain as guidance for future implementation of allocations:

- It is recommended that MUS4 includes an area of open space within the development, and provides new footpath and cycle links to connect to services and amenities.
- The design of all sites should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.
- For HSS1, new school capacity should be provided in the long term.
- HSS1 and MUS4 in particular should be designed to encourage cohesion within the development and with neighbouring, existing housing.
- For HSS1 and ES1, greenspace should be provided to compensate for some losses. See provisions of Policies ENV1- 5.
- HSS3, ES2 and ES3 in particular could benefit from pedestrian and cycling routes to link into the wider network including to areas of public open space. However, there may be improvements to cycle connections through the development of the Fylde Coast Cycle Network. Within Lytham and St. Annes, measures will be carried out on certain corridors to make them attractive to cycle on.
- For all sites, potential impacts on historic setting and the presence or otherwise of sub-surface archaeology should be investigated through more detailed archaeological studies are recommendations prior to development. See provisions of Policy GD7.
- For HSS1, HSS3, ES2 and ES3, development in the flood plain should be avoided through appropriate design. Specific provisions should be made for the protection of the water and biological quality of watercourses.
- The Council should ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St Annes area is suitably phased to ensure that any potential adverse impacts are mitigated.
- For all sites, energy efficiency measures should also be incorporated into the new developments, and opportunities should be sought to improve access to public transport and to provide walking and cycling links to minimise the need to travel by private car.
- For all sites, site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for the sites other than HSS1. Major positive effects are predicted for the following SA Objectives:

- SA Objective 4: Ensure that housing provision meets all needs (Site HSS1: Queensway)
- SA Objective 6: Improve sustainable access to basic goods (Site HSS1: Queensway and MUS4: Heyhouses Lane)

HSS1 is well located for the range of services and facilities that are provided in Lytham St. Anne's. The creation of 930 new, good-quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2016. New residents would have good access to the facilities, shops and employment opportunities. The site also has access to railway stations (although the services are infrequent and unreliable), bus services, good access to areas of open space including recreation grounds and the coastal facilities. Improvements will be made to the minor road network and to link cycle paths to make it more attractive to cycle from residential areas to town centres, shops, schools, colleges and the seafront. A key link is from the Queensway development to the coastal cycle route that may benefit new residents. A primary school would also be provided ensuring new residents have good access to educational facilities. The provision of an east-west road as part of the development would also improve accessibility and reduce congestion. Public open space would also be provided as part of this development.

MUS4 is providing a new retail grocery store, pub and open space. This site is also well located for the range of services and facilities that are provided in Lytham and St Annes. New residents would have good access to the facilities, shops and employment opportunities. The site has

access to railway stations (although the services are infrequent and unreliable) and bus services. It has good access to further areas of open space, including recreation grounds and the coastal facilities.

## 6.4 Policy SL2: The Fylde-Blackpool Periphery Strategic Location for Development

The Policy includes the following strategic sites and non-strategic housing and employment provision:

| Site  | Homes to be completed during Plan period | Employment over Plan period | Projected commencement date |
|---|--|-----------------------------|-----------------------------|
| HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor | 351                                      | 0.0 ha                      | Commenced 2015              |
| MUS1 - Cropper Road East, Whitehills                                  | 451                                      | 5.7 ha                      | 2016/17                     |
| MUS2 - Whyndyke Garden Village, Preston New Road, Whitehills          | 810                                      | 20.0 ha                     | 2018/19                     |
| HSS5 – Cropper Road West, Whitehills                                  | 442                                      | 0.0 ha                      | 2020/21                     |
| HSS6 – Land at Lytham St Annes Way, Whitehills                        | 151                                      | 0.0 ha                      | Commenced 2013/14           |
| ES4 – Blackpool and Fylde Industrial Estate, Whitehills               | 0  | 2.4 ha                      | TBC                         |
| ES5 - Blackpool Airport Enterprise Zone (Zone A), Squires Gate Lane   | 0  | 14.5 ha                     | TBC                         |
| ES6 – ITSA, Brunel Way, Whitehills                                    | 0  | 4.9 ha                      | TBC                         |
| ES7 – Whitehills Business Park, Whitehills                            | 0  | 5.6 ha                      | TBC                         |
| <i>+ non-strategic sites</i>  | <i>106</i>                               | <i>0.0</i>                  | <i>N/A (varies)</i>         |
| <b>Total</b>  | <b>2,311 homes</b>                       | <b>53.1 ha</b>              |                             |

The detailed SA of this policy is provided in Table H.3 of Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA has previously suggested the below for inclusion in the Local Plan; however, while Local Plan policies account for the below concerns, these recommendations have not been directly incorporated, and instead remain as guidance for future implementation of allocations:

- It is recommended that sites provide new footpath and cycle links to connect to services and amenities. Specific requirements could be made for individual sites. An element of self-sufficiency is proposed at MUS2, in particular in terms of local amenities to cater for immediate local needs. These should be phased alongside the rest of the development to avoid a period of shortfall. This would be best addressed by a comprehensive masterplan for the site.
- Given the focus for Blackpool on inner area regeneration, the employment sites should give consideration to balancing employment needs for the benefit of both authorities.

- For all housing sites, new school capacity should be provided as early as possible.
- MUS1, HSS5 and HSS6 in particular should be designed to encourage cohesion within the development and with neighbouring, existing housing.
- MUS2: Design measures should seek to minimise the impact on neighbouring properties and incorporate open space and sensitive landscaping. An appropriate density reflecting the sites location could help to reduce the urban edge effects. The site contains a number of features such as trees, woods and water bodies which would benefit from being incorporated into a comprehensive masterplan for the site.
- For all sites, there is a significant opportunity to provide a high quality of design to complement the nearby nature conservation designations. At HSS5, MUS1 and MUS2 in particular, there is a need for a high degree of design quality to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace / Green Infrastructure.
- At ES4, ES6 and ES7, greenspace should be provided to compensate for some losses, together with measures to protect the ponds and hedges where possible.
- For all employment sites, employment uses should seek to complement town centre activities rather than compete.
- Also at MUS2, there are considerable opportunities for inclusion of walking/cycling routes and public open space. Design measures should seek to minimise the impact on neighbouring properties and incorporate open space and sensitive landscaping. An appropriate density reflecting the sites location could help to reduce the urban edge effects. The site contains a number of features such as trees, woods and water bodies which would benefit from being incorporated into a comprehensive masterplan for the site.
- This is a significant opportunity to provide a high quality of design to complement seafront locations.
- In addition to policies CL1 and GD7, specific provisions for the sustainable resolution of drainage issues on the sites. This is discussed in the supporting text of Policy SL2.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for sites HSS4, HSS5, HSS6 and MUS1. Major positive effects are predicted for the following SA Objectives:

- SA Objective 4: Ensure that housing provision meets all needs (MUS2)
- SA Objective 7: Encourage sustainable economic growth (ES4, ES5, ES6, ES7 and MUS2)

Major negative effects were predicted for the following SA Objectives:

- SA Objective 10: Protect and enhance biodiversity and geodiversity (HSS2 and MUS2)

The creation of up to 810 new, good-quality, well designed dwellings through site MUS2, including affordable units, will make a significant contribution to meeting housing needs starting in the long-term from 2018/19.

The employment provision to be provided through sites ES4, ES5, ES6, ES7 and MUS2 should provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport. Whyndyke Garden Village would provide 20 ha of employment land in the long term, which could support the residential area as part of the mixed use development and would make a significant contribution to growing and diversifying the economy of the sub-region. However, given their close relation to Blackpool and lesser connection to Fylde's settlements, it is feasible that the resulting investment may have a greater benefit to Blackpool. Hence only minor benefits have been assigned for MUS1.

The HRA Screening Report has identified that HSS4 has the potential for significant effects on the Ribble and Alt Estuaries SPA/Ramsar. Further HRA Screening at the project-level has been undertaken of this site which concluded that an Appropriate Assessment was required as the potential for a significant effect (in relation to recreational pressure) could not be ruled out.

Natural England is in agreement with this. The SA therefore identifies the potential for a major negative impact on biodiversity, though this may be avoided at the project level subject to the conclusions of the site-level Appropriate Assessment.

MUS2 would require a large area of agricultural land adjacent to Gypsy Hole/Wildings Wood which may be indirectly affected. There are numerous ponds, hedges and other woodland on the site which may be affected. Marton Mere SSSI lies to the north west. The development is likely to have impacts on the biodiversity of the site including, for example use by farmland birds.

## 6.5 Policy SL3: Warton Strategic Location for Development

The Policy includes the following strategic sites and non-strategic housing provision:

| Site  | Homes to be completed during Plan period | Employment over Plan period | Projected commencement date |
|---|--|-----------------------------|-----------------------------|
| HSS2 – Blackfield End Farm, Church Road, Warton | 360                                      | 0.0 ha                      | 2017/18                     |
| HSS7 – Highgate Park, Lytham Road, Warton       | 254                                      | 0.0 ha                      | Commenced 2014              |
| + non-strategic sites                           | 226                                      | 0.0                         | N/A (varies)                |
| Total   | 840 homes                                | 0.0 ha                      |                             |

The detailed SA of this policy is provided in Table H.4 of Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA has previously suggested the below for inclusion in the Local Plan; however, while Local Plan policies account for the below concerns, these recommendations have not been directly incorporated, and instead remain as guidance for future implementation of allocations:

- New school capacity should be provided in the long term for the sites, where they will have an influence on demand for educational facilities.
- There are considerable opportunities for inclusion of walking/cycling routes and public open space as part of these sites, particularly in view of the proximity of the River Ribble. The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. This should include that community facilities are provided as part of development.
- Development pressures on wastewater infrastructure require that such upgrades should be completed and that the development of sites in the Warton area is delivered to ensure that any potential adverse impacts are mitigated.

### Summary of Assessment

No major effects, either positive or negative have been predicted for these strategic sites against the SA Objectives.

## 6.6 Policy SL4: Kirkham and Wesham Strategic Location for Development

The Policy includes the following strategic and non-strategic sites:

| Site  | Homes to be completed during Plan period | Employment over Plan period | Projected commencement date |
|---|--|-----------------------------|-----------------------------|
| HSS8 – The Pastures, Fleetwood Road, Wesham             | 262                                      | 0.0 ha                      | Commenced 2015/16           |
| HSS9 – Land North of Blackpool Road, Kirkham            | 588                                      | 0.0 ha                      | 2015/16                     |
| HSS10 – Willowfields, Derby Road, Wesham                | 124                                      | 0.0 ha                      | Commenced 2008              |
| MUS3 – Mill Farm Sports Village, Fleetwood Road, Wesham | 0  | 1.1 ha                      | TBC                         |
| <i>+ non-strategic sites</i>                            | <i>167</i>                               | <i>0.0</i>                  | <i>N/A (varies)</i>         |
| <b>Total</b>  | <b>1,141 homes</b>                       | <b>1.1 ha</b>               |                             |

The detailed SA of this policy is provided in Table H.5 of Appendix H. A summary of the key SA findings is presented below.

## Influence of the SA

The SA has previously suggested the below for inclusion in the Local Plan; however, while Local Plan policies account for the below concerns, the recommendations have not been directly incorporated, and instead remain as guidance for future implementation of allocations:

- New school capacity should be provided in the long-term for the sites, where they will have an influence on demand for educational facilities.
- HSS8 and HSS10 in particular should be designed to encourage cohesion within the development and with neighbouring, existing housing. Pedestrian and cycling routes should be encouraged to link into the wider network including to areas of public open space.
- For MUS3, greenspace should be provided to compensate for some losses together with measures to protect the brook and woodland.
- For HSS9, measures to avoid impacts on the brooks should be incorporated into the design such as a buffer or as part of SuDS. The pond and hedgerows may be able to be retained (or compensated for) in the design and greenspace should be provided to compensate for some losses.
- For HSS8 in particular, a high degree of design quality would be needed to mitigate the impact of the loss of greenfield land and maximise the potential image of the site, for example through incorporation of greenspace / Green Infrastructure. Measures to avoid indirect impacts on the BHS should be incorporated into the design such as a buffer. The pond and hedgerows maybe able to be retained in the design and greenspace should be provided to compensate for some losses. See provisions of Policies ENV1- 5.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for sites HSS8, HSS9, HSS10 and MUS3. No major significant effects have been predicted. Major positive effects are predicted for the following SA Objectives:

- SA Objective 7: Encourage sustainable economic growth and business development (MUS3)
- Sa Objective 8: Promote economic inclusion (MUS3)

The employment and leisure development at Fleetwood Road (MUS3) would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas. The employment and leisure development at Fleetwood Road would provide jobs in an area easily accessible to residential areas. Whilst levels of employment deprivation are not considered to be a significant issue in Wesham levels are higher than some other areas of Fylde.

## 6.7 Policy SL5: Development Sites outside the Strategic Locations for Development

This policy (new in the Publication Version of the Local Plan) sets out the non-strategic sites which are outside of the Strategic Locations for Development, and as such, it is largely a procedural policy reiterating the proposed allocations as identified and reported in Chapter 7. However, it also includes two new sites outside of the Strategic Locations for development. These are shown below:

| Site                                      | Homes to be completed during Plan period | Employment over Plan period | Projected commencement date |
|---|--|-----------------------------|-----------------------------|
| HSS11 – Land off Willow Drive, Wrea Green | 100 (commitment)                         | 0.0 ha                      | 2017/18                     |
| ES8 Naze Lane, Freckleton                 | N/A                                      | 2.4 ha                      | Employment over plan period |
| <i>+ non-strategic sites</i>              | <i>662</i>                               | <i>0.0</i>                  | <i>N/A (varies)</i>         |
| <b>Total</b>                              | <b>762 homes</b>                         | <b>2.4 Ha</b>               |                             |

The detailed SA of this policy is provided in Table H.6 of Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA has the following recommendations as guidance for future implementation of allocations:

- For HSS11, new school capacity should be provided in the long term, in particular regarding the need for new secondary school capacity in the borough.
- HSS11 should be designed to encourage cohesion within the development and with neighbouring, existing housing. Pedestrian and cycling routes should be encouraged to link into the wider network including to areas of public open space.
- For HSS11, greenspace should be provided to compensate for some losses of greenfield land, together with measures to protect the ponds and hedges. See provisions of Policies ENV1- 5.
- For HSS11, measures to avoid impacts on the drains should be incorporated into the design such as a buffer or as part of SuDS.
- For HSS11, design measures should seek to minimise the impact on neighbouring properties and incorporate open space and sensitive landscaping. A low density would help to reduce the urban edge effects.

### Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for site HSS11. Major positive effects are predicted for the policy as a whole against SA Objective 4 (Ensure that housing provision meets all needs) and for Site ES8 against SA Objective 7 (Encourage sustainable economic growth and business development).



## 6.8 Appraisal of General Development Policies (GD1 to GD9)

The Policies included within Table H.7 of Appendix H are as follows:

- Policy GD1: Settlement Boundaries
- Policy GD2: Green Belt
- Policy GD3: Areas of Separation
- Policy GD4: Development in the Countryside
- Policy GD5: Large Developed Sites on land outside settlement boundaries
- Policy GD6: Promoting Mixed Use Development
- Policy GD7: Achieving Good Design in Development ENV5
- Policy GD8: Demonstrating Viability
- Policy GD9: Contaminated Land

The detailed SA of these individual policies is provided in Table H.7 in Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

The SA previously recommended that Policy GD7:

- require that development should protect landscape features and natural assets, as well as protecting and enhancing habitats.
- include a requirement for multifunctional green infrastructure to be integrated into urban areas. Although Green Infrastructure is mentioned in the policy, this only relates to biodiversity. This would be applicable to a number of additional policy components included in the current policy including flood risk, accessibility and public realm.
- specifically mention the principles of Secured by Design for all developments.
- encourage developments to provide enhancements to open spaces to encourage people to use them. This could be included within policy text for Green Infrastructure.
- include the principles of the sustainable transport hierarchy, whereby the needs of non-motorised users, such as pedestrians and cyclists, should be prioritised over other road users, through design measures.
- contain reference to the use of sustainable natural resources where appropriate.
- includes that waste reduction and recycling should be promoted and encouraged and developments should provide a waste recycling area.

*The above changes/additions were made.*

The SA also recommended that via Policy GD6, new businesses should be encouraged to locate within the settlements and in the redeveloped sites. This change was also made.

The SA previously recommended that Policy GD9 (formerly HW4) include wording to specifically state that remediation should be undertaken before any development commences. It was also recommended that the applicability of point c) of the policy be re- worded, should the intention be that this relates to reducing the potential impact of the disturbance of contaminated sites on the water environment/natural environment. *These changes have been made.*

### Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major negative effects have been predicted. No major effects, either positive or negative, were predicted for Policies GD2 or GD8. Major positive effects are predicted for the following SA

## Objectives:

- SA Objective 1: Reduce crime, disorder and fear of crime (Policy GD7)
- SA Objective 6: Improve sustainable access to basic goods (Policy GD6)
- SA Objective 7: Encourage sustainable economic growth and business development (Policies GD4, GD5 and GD6)
- SA Objective 9: Deliver urban renaissance (Policies GD7 and GD9)
- SA Objective 10: Protect and enhance biodiversity and geodiversity (Policies GD3 and GD7)
- SA Objective 11: Protect and enhance landscape and townscape character and quality and protect tranquillity (Policies GD3 and GD7)
- SA Objective 12: Conserve and enhance the historic environment, heritage assets and their setting (Policy GD7)
- SA Objective 13: Protect and enhance the quality of the water environment and reduce the risk of flooding (Policies GD7 and GD9)
- SA Objective 14: Limit and adapt to the impacts of climate change (Policy GD7)
- SA Objective 15: Protect and improve air quality (Policy GD7)
- SA Objective 16: Ensure the sustainable use of natural resources (Policies GD1 and GD9)

Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements, which includes the prioritisation of previously developed land this could have positive effects for natural resources. Further, the policy states that the significant loss of the best and most versatile agricultural land outside settlement boundaries will be resisted unless it is necessary to deliver development allocated in the local plan, or for strategic infrastructure. This could help to maintain soil quality. The development of previously developed sites could lead to an improvement in soil quality where sites require remediation.

Policy GD3 states that the character and local distinctiveness of the Areas of Separation. This Policy is likely to contribute to the green infrastructure in the borough and biodiversity, including wildlife corridors. It would also provide opportunities for people in Wrea Green and Kirkham; and Kirkham and Newton to access open green spaces. Opportunities to enhance and restore biodiversity and geodiversity will be encouraged, as well as maintaining existing levels of tranquillity and landscape quality between these two settlements.

Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy supports economic growth.

Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. This Policy could directly contribute to economic growth by providing employment or encouraging new businesses to locate within the sites.

Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to strongly contribute to easy access to services by foot or cycling and reduce travelling by car. The promotion of home working and live/work units, could further reduce car dependency. This Policy also has potential to contribute to economic growth through new businesses, live/work units and employment provided through local services uses.

Policy GD7 seeks to promote good design through a number of measures including the consideration of landscaping, architectural character, visual amenity, the protection of landscape features and green infrastructure. The policy specifically refers to the need to create safe and secure environments via 'Secured by Design' principles, that minimise opportunity for crime and natural surveillance. Policy GD7 could have positive effects on the built environment and townscape character. This could have indirect positive effects for urban renaissance, through increasing the attractiveness of the area to potential visitors, workers and investors.

The policy also requires that development should protect landscape features and natural assets, as well as protecting and enhancing habitats. The policy goes on to require the provision of linkages to wider ecological networks as part of the Green Infrastructure Network. This could have significant benefits for biodiversity. Policy GD7 also supports the incorporation of water efficiency in new and existing buildings, 'grey' water and rainwater harvesting which promotes the sustainable use of water resources. Adaption to climate change should be achieved through the design and orientation of buildings to maximise solar gain, provide shelter from the elements and take advantage of natural light and ventilation. Policy GD7 seeks to ensure that all developments make appropriate provision for public transport services and that appropriate measures are provided to facilitate access on cycle and foot. Where practicable, existing pedestrian, cycle and equestrian routes should be extended and protected. Alongside measures to improve energy efficiency, this could lead to positive effects for air quality.

Policy GD9 creates the presumption in favour of the re-development of previously developed land, and addresses the need for appropriate remediation and mitigation proposals alongside any relevant planning applications. This serves to protect public health, as well as having the potential for major beneficial effects on urban renaissance / regeneration (SA Objective 9), the water environment (SA Objective 13), and the reduction of derelict and vacant land (SA Objective 16).

## 6.9 Appraisal of Topic-Specific Policies

### 6.9.1 The Fylde Economy (EC1 to EC7)

The Policies included within Table H.8 of Appendix H are as follows:

- Policy EC1: Overall Provision of Employment Land and Existing Employment Sites
- Policy EC2: Lancashire AEM Enterprise Zone at BAE Systems, Warton
- Policy EC3: Employment Opportunities
- Policy EC4: Blackpool Airport Enterprise Zone
- Policy EC5: Vibrant Town, District and Local Centres
- Policy EC6: Leisure Culture and Tourism Development
- Policy EC7: Tourism Accommodation

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

#### Influence of the SA

The SA previously recommended for Policy EC7 encouragement of provision of training in the leisure, culture or tourism development. This change was made.

The SA recommended for Policy EC6 that provision of leisure and cultural facilities should be promoted for town centre developments. It should be ensured that leisure and cultural facilities are available to all. The Council has added reference to encouraging such development within town centres.

The SA recommended that mitigation outlined in Policies ENV1-ENV5 are cross referenced to strengthen factors set out in Policy EC2 that refer to development proposals not causing unacceptable adverse environmental impact. This was not taken up, as it was viewed as unnecessary repetition in the Local Plan.

The SA recommended that opportunities for enhancement should be considered in designing developments. Agricultural buildings may contain bats or barn owls so there should be surveys prior to re-development. While Local Plan policies account for this concern, this recommendation has not been directly incorporated, and instead remains as guidance for future

implementation of allocations.

The SA also recommended that use of public transport to employment and tourism developments should be promoted. Policy EC5 has been updated to include for promoting public transport accessibility at the Local Centres of Warton, Whitehills and Whydyke.

The HRA previously recommended that policies EC6 and EC7 should be strengthened to include a caveat that prevents potentially damaging proposals from occurring (unless the potential effects on European sites have been resolved). The policies should also state that project-specific HRA of any tourism/coastal defence development near to the SPA will be required, and that these HRAs will need to demonstrate that there will be no significant effect upon European Sites before they can be granted consent. This change has been made within Policy EC7, which would apply equally to proposals where Policy EC6 applies.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for Policies EC2 and EC3. Major positive effects are predicted for the following SA Objectives:

- SA Objective 7: Encourage sustainable economic growth and business development (Policies EC1, EC4, EC5 and EC6)
- SA Objective 9: Deliver urban renaissance (Policies EC4 and EC5)

Policy EC4 specifically promotes the redevelopment of Blackpool Airport as a new business Enterprise Zone. This has the potential to provide opportunities for retail, employment and leisure uses at the airport and would also provide jobs close to where people live. Blackpool Airport is previously developed land, which is within walking distance of Squires Gate Railway Station and there is good access by bus into Blackpool and Lytham and St Annes. Policy EC5 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This policy has potential to contribute to employment in town and local centres and contribute to the vitality and vibrancy of town centres. It therefore provides opportunities for business development. Certain locations (including St Annes redevelopment on Wood Street, Ansdell District Centre and other out of town mixed use developments) have been specifically identified as areas of new business formation and economic growth and as areas to enhance vibrant town, district and local centres. The mixture of land uses at these sites should diversify the employment opportunities. Town Centre Management Plans produced by the Council will address the function and accessibility of each town centre therefore improving access within urban areas by sustainable means.

Policy EC6 sets out how the Council will plan for leisure, culture and tourism development. It will support the regeneration of Lytham and St. Annes seafront area and Ansdell/Fairhaven, which would provide opportunities for business development and economic growth. The policy seeks to encourage sustainable tourism through realising the potential of the borough's heritage assets such as the Promenade Gardens and Ashton Gardens, St Annes Pier, Lytham hall and its historic parkland, Lytham Windmill and Lowther Pavilion and Gardens.

## 6.9.2 Provision of Homes in Fylde (H1 - H7)

The Policies included within Table H.9 of Appendix H are as follows:

- Policy H1: Housing Delivery and the Allocation of Housing Land
- Policy H2: Density and Mix of New Residential Development
- Policy H3: Conversions and Change of Use to Residential
- Policy H4: Affordable Housing
- Policy H5: Gypsies, Travellers and Travelling Showpeople's Sites

- Policy H6: Isolated New Homes in the Countryside
- Policy H7: Replacements of, and Extensions to, Existing Dwellings in the Countryside

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

## Influence of the SA

The SA previously made recommendations which were as a result of the assessment of these policies, but which referred to Policies GD1 to GD7. These are discussed in Section 6.8 above.

It was previously recommended that the provisions of Policy H6 regarding quality, enhancement and character should include protection of water quality. However, the Council has not felt it appropriate to repeat the provisions of other policies, in particular CL1 and CL2.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major negative effects were predicted against the SA Objectives. No major effects, either positive or negative, were predicted for Policies H1, H3, H5, H6 and H7. Major positive effects are predicted for the following SA Objectives:

- SA Objective 3: Improve physical and mental health for all and reduce health inequalities (H4)
- SA Objective 4: Ensure that housing provision meets all needs (H2 and H4)
- SA Objective 5: Protect and enhance community spirit and cohesion (H2)
- SA Objective 11: Protect and enhance landscape and townscape character and quality and protect tranquillity (H2)

Policy H2 provides for a broad mix of dwelling types, which should indirectly contribute to community cohesion. Special needs housing for the elderly will be required to be well located, affordable and financially viable to enhance opportunities for community involvement. The development proposals for this accommodation will be responsive to need within settlements and located in strategic locations. The policy also states that community self-build schemes will be supported and so can also promote the viability of the schemes. Policy H2 specifically seeks to provide one or two- bedroom homes within or in close proximity to the Tier 1 Larger Rural Settlements or Tier 2 Smaller Rural Settlements to address the lack of family accommodation in these areas. Developments will be expected to make efficient use of land, whilst avoiding detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the surrounding area. As such, it is expected to be mindful of the townscape.

Policy H4 (affordable housing) is expected to reduce health inequalities in the borough. Policy H4 states that residential developments within close proximity to the Key Service Centres and Local Service Centres (i.e. the urban areas), the provision of affordable housing will be to meet the requirements identified for borough wide needs. Affordability is a particular issue for local employees in lower income jobs, and particularly in Lytham and St Annes. This Policy seeks to address the need for affordable housing in these areas.

### 6.9.3 Health and Wellbeing (Policies HW1 to HW3)

The Policies included within Table H.10 of Appendix H are as follows:

- Policy HW1: Health and Wellbeing
- Policy HW2: Community Facilities
- Policy HW3: Provision of Indoor and Outdoor Sports Facilities

The detailed SA of these individual policies is provided in Appendix H. A summary of the key

SA findings is presented below.

## Influence of the SA

The SA previously recommended that in Policy HW1, point f) includes that the network of cycling and pedestrian routes links key settlements and service centres, enabling the community to improve their health by travelling by more sustainable modes of transport. This could be integrated into a wider green infrastructure network. *The policy now refers to “more sustainable modes of transport – integrated into a wider multi-functional green infrastructure network”.*

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major negative effects have been predicted. Major positive effects are predicted for the following SA Objectives:

- SA Objective 3: Improve physical and mental health for all and reduce health inequalities (Policy HW1)
- SA Objective 6: Improve sustainable access to basic goods (Policies HW1, HW2 and HW3)

Policy HW1 seeks to integrate public health principles and work with healthcare commissioners to support healthcare facilities. This will directly contribute towards improving health and reducing health inequalities. The Policy also seeks to identify sites for new facilities reflecting the spatial distribution of need and the importance of accessibility and public transport provision. This could improve access to services for community members and could encourage the development of strong and cohesive communities. The policy also seeks to promote improvements to health lifestyles, including through developing a network of cycling and pedestrian routes within the borough. This could lead to indirect positive sustainability benefits. However, whether these will link to service centres is unclear. Health Impact Screening and subsequent assessments where required, may also help to reduce health inequalities through design mitigation measures in new development.

Policy HW2 seeks the co-location of community facilities, including health and wellbeing facilities, including resisting their loss. This could improve the accessibility to such facilities, which could lead to major sustainability benefits.

The provision of indoor and outdoor sports facilities, through policy HW3, which are accessible by public transport, walking and cycling, could lead to major sustainability benefits.

### 6.9.4 Infrastructure, Service Provision and Transport (INF1, INF2 and T1 - T4)

The Policies included within Table H.11 of Appendix H are as follows:

- Policy INF1: Service Accessibility and Infrastructure
- Policy INF2: Developer Contributions
- Policy T1: Strategic Highway Improvements
- Policy T2: Blackpool Airport
- Policy T3: Enhancing Sustainable Transport Choice
- Policy T4: Parking Standards

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

## Influence of the SA

The SA previously made the following recommendations:

- that INF1 makes reference to the environmental impacts of infrastructure being appropriately considered in applications;
- that INF1 contain reference to the use of sustainable natural resources where appropriate;

Both of the above changes were incorporated into the current Local Plan policy.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major effects, either positive or negative, were predicted for Policies INF2 and T4. Major positive effects are predicted for the following SA Objectives:

- SA Objective 6: Improve sustainable access to basic goods (T3)

Policy T3 seeks to provide alternative means of transport such as walking and cycling. This would be achieved with the provision of additional footpaths, cycleways and bridleways where appropriate which will encourage sustainable travel modes. For example, provision of improved pedestrian, disabled, cycling and public transport access to and from Kirkham and Wesham Railway Station. The Policy also seeks to improve public transport between the Strategic Locations for development and nearby town centres and employment areas and to the rural parts of the borough as well as to reduce transport emissions by encouraging greater usage of public transport facilities. This will ensure that public transport services meet people's needs.

Integrated different modes of transport will ensure a comprehensive and coherent sustainable transport network.

## 6.9.5 Water Resource Management, Flood Risk and Addressing Climate Change (CL1 – CL4)

The Policies included within Table H.12 of Appendix H are as follows:

- Policy CL1: Flood Alleviation, Water Quality and Water Efficiency
- Policy CL2: Surface Water Run-Off and Sustainable Drainage
- Policy CL3: Renewable and Low Carbon Energy Generation
- Policy CL4: Decentralised Energy Networks and District Heating Systems

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

No recommendations have been suggested for the policies by the SA.

## Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major negative effects were predicted. Major positive effects are predicted for the following SA Objectives:

- SA Objective 13: Protect and enhance the quality of the water environment and reduce the risk of flooding (CL1 and CL2)
- SA Objective 14: Limit and adapt to the impacts of climate change (CL3 and CL4)

Policy CL1 will ensure the most sustainable form of managing surface water. It will improve water efficiency standards by incorporating measures to recycle and conserve water and will seek to ensure development is located away from areas at high risk of flooding, providing appropriate mitigation for areas at lower flood risk. It will also be ensured that development does not adversely affect groundwater quality. The policy will also ensure that the layout of new sea

defences and coastal protection measures are of an appropriately robust design to fit for purpose to protect and enhance coastal water quality.

Policy CL2 states that Sustainable Drainage Systems (SuDs) will be utilised to discharge surface water on new developments. This will help protect and enhance ground and surface water quality and limit the risk of flooding.

Policy CL3 specifically promotes renewable energy and low carbon generation.

Policy CL4 encourages renewable energy development which may contribute to reducing the demand for energy and increase energy efficiency.

## 6.9.6 Conserving and Enhancing the Natural, Historic and Built Environment (ENV1 – ENV5)

The Policies included within Table H.13 of Appendix H are as follows:

- Policy ENV1: Landscape
- Policy ENV2: Biodiversity
- Policy ENV3: Protecting Existing Open Space (The Green Infrastructure Network)
- Policy ENV4: Provision of New Open Space (The Green Infrastructure Network)
- Policy ENV5: Historic Environment

The detailed SA of these individual policies is provided in Appendix H. A summary of the key SA findings is presented below.

### Influence of the SA

It was previously recommended by the SA that Policy ENV4 could include reference to ‘safe’ green spaces. *This change has been made.*

### Summary of Assessment

The majority of effects against the policy component are predicted to be positive. No major negative effects are predicted. Major positive effects are predicted for the following SA Objectives:

- SA Objective 3: Improve physical and mental health for all and reduce health inequalities (ENV4)
- SA Objective 6: Improve sustainable access to basic goods (ENV5)
- SA Objective 9: Deliver urban renaissance (ENV4)
- SA Objective 10: Protect and enhance biodiversity and geodiversity (ENV1, ENV2 and ENV3)
- SA Objective 11: Protect and enhance landscape and townscape character and quality and protect tranquillity (ENV1)
- SA Objective 12: Conserve and enhance the historic environment, heritage assets and their setting (ENV5)

Policy ENV1 seeks to protect and where possible enhance landscape character within the borough through minimising the loss of landscapes or where unavoidable replacing lost features. Policy ENV1 also seeks development to have a regard for its landscape and biodiversity context and seeks to minimise the loss of biodiversity features or where loss is unavoidable, replacement be provided and managed. Opportunities to create features of biodiversity value within and around new development will serve to protect biodiversity of the local area. This Policy also seeks to protect international, national and locally designated sites of biological and geological conservation importance from any adverse effects of development.



Policy ENV2 protect nature conservation site or ecological networks by ensuring proposals that enhance or conserve biodiversity will be supported. Where development is necessary the aim will be to provide an overall improvement in the site's biodiversity value.

Policy ENV3 seeks that development in the Nature Improvement Area complements the identified opportunities for habitat creation or management, which could have positive effects for enhancement.

Policies ENV4 and ENV5 relate to open space, green infrastructure provision, enhancement and management. ENV5 also seeks to maximise opportunities to link open spaces to create a multi-functional Green Infrastructure Network with potential financial assistance from the Community Infrastructure Levy. The Green Infrastructure network could help to improve accessibility and open spaces across the plan area, leading to major benefits for health and accessibility.

Policy ENV5 directly supports Objective 12 as it seeks to protect and enhance heritage assets within Fylde by safeguarding assets from inappropriate development, supporting development or initiative that protect and enhance the local character, sense of place, setting, management and significance of heritage assets. In line with the Policy, the Council will seek to adopt and implement a Built Heritage Strategy and Action Plan for Fylde which will only serve to ensure the consistent and long term protection of heritage assets.

# 7 Appraisal of Non-Strategic Sites

## 7.1 Introduction

The Revised Preferred Option (2015) includes the allocation of non-strategic sites, in addition to the strategic sites. The non-strategic sites have been subject to an assessment in order to determine their performance in sustainability terms, with reference to social, environmental and economic factors. The list of sites assessed is included in Appendix H. The rationale used for the sites assessment, its results and a discussion of the relative merits and disadvantages of the strategic site options are set out below.

## 7.2 Assessment Methodology

The original sites assessment work has been undertaken by Fylde Council. Rejected sites, and the reasons for these sites being rejected will be included in the next iteration of the SA.

### 7.2.1 Modifications to the Original SA Framework

The original SA Framework was devised to enable the assessment of the local plan objectives, options and policies. Therefore, not all of the objectives and guide questions are relevant to the assessment of small sites, as only direct effects that are based on spatial aspects relating to the sites can be measured. Aspects relating to design and other elements that may affect the impacts of sites will be assessed through the policies assessments. Therefore, the following SA Objectives have been removed from this part of the assessment:

- SA Objective 1 (Reduce crime, disorder and fear of crime): the relevant aspects of this objective would be assessed in relation to other SA Objectives such as health (3). Design measures to reduce the fear or crime or crime levels will be dependent on the local plan policies.
- SA Objective 4 (Ensure that housing provision meets all needs): aspects in relation to meeting housing needs in terms of housing types and meeting housing numbers overall will be dependent on the local plan policies and the sites as a whole. There is unlikely to be differences in the assessment between sites for this Objective, so it has not been included.
- SA Objective 5 (Protect and enhance community spirit and cohesion): the relevant aspects of this policy will be covered by other SA Objectives such as those relating to accessibility to community facilities (2 and 3). A cumulative assessment of the local plan will determine the effect of the sites assessment together with the Local Plan policies to determine overall effects against this objective.
- SA Objective 8 (Promote economic inclusion): relevant elements addressed under Objective 6.
- SA Objective 9 (Deliver urban renaissance): relevant elements will be dependent on the implementation of local plan policies. Green infrastructure considerations should be considered as part of a cumulative assessment.
- SA Objective 14 (Limit and adapt to the impacts of climate change): Spatial factors that may enable the reduction of greenhouse gas emissions are considered under SA Objectives 2,3, 6, 7, 10, 13, 15 and 16).

Some aspects of the other Objectives have been modified, where some of the guide questions were not directly relevant to the assessments, and will be applicable only to policies assessments (such as aspects relating to the design of developments), or where aspects have been covered under other SA Objectives remaining within the framework. For example, SA Objective 6 has common criteria to Objectives 2 and 3. Where applicable, questions have not been repeated in SA Objective 6 in relation to accessibility to education, health or open space facilities or walking and cycling routes.

It is noted that the original SA Objective numbering has been retained for clarity and comparison

with the other assessments.

**Table 7-1 - Key to Non-Strategic Sites Assessment**














|  |   |   |   |
|--|---|---|---|
|  | In conformity with the criterion  | / | Not relevant to criterion/<br>Neutral effects             |
|  | Partially meets the criterion/ possibly<br>in conflict with the criterion/ some<br>constraints identified | ? | Insufficient information<br>available to determine effect |
|  | In conflict with the criterion  |   |   |

**Table 7-2 - Accessibility Standards<sup>9</sup>**

| Local facility              | Illustrative<br>catchment<br>populations | Minimum reasonable accessibility standards<br>at different gross densities (assuming bendy<br>routes) |        |        |         |
|-----------------------------|--|---|--------|--------|---------|
|                             |  | 40ppha  | 60ppha | 80ppha | 100ppha |
| Nursery/ first school       | 2,000                                    | 600m  | 500m   | 400m   | 400m    |
| Primary/ middle school      | 4,000                                    | 800m  | 700m   | 600m   | 500m    |
| Secondary School            | 8,000                                    | 1,200m  | 1,000m | 700m   | 700m    |
| Secondary School (large)    | 16,000                                   | 1,500m  | 1,200m | 1,000m | 1,000m  |
| Health Centre (4 doctors)   | 10,000                                   | 1,200m  | 1,000m | 900m   | 800m    |
| Local Shop                  | 1,500                                    | 500m  | 400m   | 400m   | 300m    |
| Pub                         | 6,000                                    | 1,000m  | 800m   | 700m   | 600m    |
| Post Office                 | 5,000                                    | 800m  | 700m   | 600m   | 600m    |
| Community Centre            | 4,000                                    | 800m  | 600m   | 600m   | 500m    |
| Local Centre                | 6,000                                    | 1,000m  | 800m   | 700m   | 600m    |
| District Centre/ Superstore | 24,000                                   | 1,900m  | 1,500m | 1,300m | 1,200m  |
| Leisure Centre              | 24,000                                   | 1,900m  | 1,500m | 1,300m | 1,200m  |














<sup>9</sup> Barton, Grant and Guise 2003, *Shaping Neighbourhoods: A Guide for Health, Sustainability and Vitality*, Spon Press, London and New York. Note: ppha: persons per hectare

Table 7-3 - Non-Strategic Sites Sustainability Appraisal Framework and Rationale

| SA Objective and Guide Questions  | Detailed Assessment criteria  |
|---|---|
| <b>2. Improve levels of educational attainment and encourage lifelong learning</b>  |   |
| <p>Increase levels of participation and attainment in education for all members of society.</p> <p>Improve the provision of education and training facilities.</p> <p>Improve access to and involvement in lifelong learning opportunities.</p> | <p>1. Are educational opportunities within walking or cycling distance or within 30 mins travel by public transport? (see Table 2)</p>  |
|   | <p> Education or lifelong learning site close to residential area.</p>   |
|   | <p> Site is within 1km or accessible by public transport.</p>  |
|   | <p> None of the above.</p>   |
|   | <p>2. Are there sufficient places available at local schools to accommodate development?</p>  |
|   | <p> Educational places required have been determined and there is available capacity within walking or public transport distance to the development.</p> |
|   | <p> Capacity available but further away than above requirements.</p>   |
|   | <p> No available capacity.</p>   |
|   | <p>3. Will the site lead to the increase in provision of education or training facilities?</p>  |
|   | <p> Education provided as the main facility on-site or provided as part of a mix of uses.</p>  |
|   | <p> Education will be provided as part of development but off-site.</p>  |
|   | <p> No provision will be made.</p>   |
| <b>3. Improve physical and mental health for all and reduce health inequalities</b>   |   |
| <p>Reduce health inequalities amongst different groups in the community</p> <p>Improve access to health and social care services</p> <p>Promote healthy lifestyles</p>  | <p>1. Are health facilities within walking or cycling distance or within 30 mins travel by public transport? (see Table 2)</p>  |
|   | <p> Health facility close to residential area.</p>   |
|   | <p> Site is within 1km or accessible by public transport.</p>  |
| <p> None of the above.</p>   |   |
| <p>Encourage the development of strong and cohesive communities</p>   | <p>2. Will the site lead to the increase in provision of healthcare facilities?</p>   |
| <p> Healthcare provided as the main facility on-site or provided as part of a mix of uses.</p>   |   |

| SA Objective and Guide Questions  | Detailed Assessment criteria   |  |
|---|--|--|
|   | Yellow   | Healthcare will be provided as part of development but off-site.   |
|   | Red  | No provision will be made.   |
|   | 3. Will the site improve access to areas for recreational use or walking and cycling routes (including PROWs)?                                   |  |
|   | Green  | Site links to walking and cycling routes to access services and facilities including open space/Site will provide new open space or walking and cycling facilities (including both on and off-road) will be provided off site. |
|   | Yellow   | Site is within 1km of areas of open space/walking and cycling routes to services and facilities including open space/new open space or waking and cycling routes will be provided off site.                                    |
| Red   | No provision will be made and site is not in proximity to walking or cycling routes or open space.   |  |
| <b>6. Improve sustainable access to basic goods, services and amenities for all groups</b>  |  |  |
| <p>Ensure that public transport services meet people's needs</p> <p>Ensure that highways infrastructure meets people's needs (including walking and cycling routes)</p> <p>Promote the use of sustainable travel modes and reduce dependence on the private car</p> <p>Improve access to cultural and recreational facilities</p> <p>Maintain and improve access to essential services and facilities, including in rural areas</p> | 1. Will the site improve access to public transport?   |  |
|   | Green  | Site is directly adjacent to public transport links (within 400m of a bus stop or 800m of a railway station) with a good service and/or improvements to public transport will be made as part of the development.              |
|   | Yellow   | Site is within 1km of public transport links and/or improvements will be made to public transport links off-site, in relation to the development.  |
|   | Red  | None of the above.   |
|   |  |  |
|   | 2. Will the site be accessible by highways infrastructure?   |  |
|   | Green  | Site is directly adjacent to highway infrastructure that includes dedicated separated walking and cycling provision.   |
|   | Yellow   | Site is accessible by highway infrastructure to accommodate two way traffic with pavement  |
|   | Red  | Accessibility is provided by single track roads with poor visibility and no provision for walking and cycling.   |
|   |  |  |
| 3. Will the site provide a mix of uses, reducing the need to travel?  |  |  |
| Green   | Site will provide a mix of housing, employment and community facilities  |  |
| Yellow  | Site will provide a mix of housing with either employment or community facilities/the site is adjacent to other uses to create a similar effect. |  |

| SA Objective and Guide Questions  | Detailed Assessment criteria   |
|---|--|
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <div>None of the above</div> </div>   |
|   | 4. Will the site improve access to cultural and recreational facilities?   |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: green; margin-right: 5px;"></div> <div>Site is directly adjacent to cultural and/or recreational facilities or will provide additional facilities as part of development.</div> </div>  |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> <div>Cultural and/or recreation facility is accessible within 1km by walking or cycling or within 30 mins by public transport or additional provision will be made, but off site.</div> </div> |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <div>None of the above.</div> </div>  |
|   | 5. Number and distribution of wards with LSOAs in the bottom 30% nationally for barriers to housing and services deprivation   |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: green; margin-right: 5px;"></div> <div>Site is within and will provide an improvement in housing quality, employment or the provision of services in an area of deprivation.</div> </div>   |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> <div>Site is adjacent to an area of deprivation and may lead to some benefits relating to housing quality, employment, or the provision of services.</div> </div>                              |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <div>None of the above.</div> </div>  |
|   | <b>7. Encourage sustainable economic growth and business development</b>   |
| Diversify the employment opportunities<br>Increase employment opportunities<br>Encourage economic growth<br>Encourage new business formation                                    | 1. Will the site be for new employment use?  |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: green; margin-right: 5px;"></div> <div>Yes – site is currently vacant and is previously developed.</div> </div>   |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> <div>Yes – site is currently under a different use/ undeveloped.</div> </div>  |
| <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <div>None of the above.</div> </div> |  |
| Improve access to employment land<br>Encourage sustainable tourism  | 2. Is the site designated for sustainable tourism use?   |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: green; margin-right: 5px;"></div> <div>Yes – site will help to maintain rural business.</div> </div>  |
|   | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> <div>Yes – site will lead to the creation of new business either in a rural or urban location.</div> </div>  |
| <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <div>None of the above.</div> </div> |  |

| SA Objective and Guide Questions   | Detailed Assessment criteria   |
|--|--|
| <b>10. Protect and enhance biodiversity and geodiversity</b>   |  |
| Protect and enhance designated sites of nature conservation importance and geodiversity<br>Protect and enhance wildlife especially rare and protected species<br>Protect and enhance habitats and wildlife corridors   | 1. Is the site subject to any nature conservation designations?  |
|  |  No.  |
|  |  On the fringe (within 2km) or yes, but the designation would conserve or enhance the designation.  |
|  |  Yes – part of all of the site.   |
|  | 2. Is it likely that there are any protected species on or near the site?  |
|  |  No protected species or detrimental effects predicted.   |
|  |  Protected species on the site is likely, although effect unknown at this stage – site assessment required.   |
|  |  Negative effects highly likely.  |
|  | 3. Will the site affect the connectivity of habitats?  |
|  No detrimental effects predicted – site is previously developed and does not have any evidence of being important for biodiversity/ Site would introduce new green space onto the site |  |
|  Site would lead to the maintenance of greenspace, but not necessarily good for biodiversity/ may lead to an overall loss of greenspace/habitats, but connectivity will be maintained.  |  |
|  Negative effects highly likely – likely to lead to severance.  |  |
|  | 4. Does the site contain protected or important mature trees or hedgerows?   |
|  |  No detrimental effects predicted – site either doesn't contain mature trees or hedgerows or, if it does, these will be retained and/or enhanced.   |
|  |  Site includes trees and hedgerows, but not protected/considered to have importance.  |
|  Negative effects highly likely – likely to lead to the loss of protected trees or hedgerows.   |  |
| <b>11. Protect and enhance landscape character and quality, and protect tranquillity</b>   |  |
| Protect and enhance character and quality<br>Minimise noise pollution Minimise light pollution   | 1. Will the site enhance the quality of or lead to the increase of local valued landscapes or lead to increased light pollution?   |
|  |  Area has demonstrated ability to accommodate change (e.g. existing built up area)/ Further development on previously developed land could improve landscape/ Limited landscape effect due to land use in urban |

| SA Objective and Guide Questions   | Detailed Assessment criteria   |   |
|--|--|---|
|  |  | location (e.g. sports field)/ Limited landscape effect due to scale of proposed development (e.g. 1 dwelling) and mitigation proposed.  |
|  |  | Likely to have an effect although adjacent to built up area and use will be low impact, screened or low density/ Nature of landscape will screen development and minimise effect. |
|  |  | Large area of undeveloped land to be utilised/ site likely to significantly modify existing landscape character/tranquillity levels.  |
|  | 2. Is the site to include a noisy land use next to a sensitive land use? |   |
|  |  | No/ no difference from existing use/ proposed use likely to improve/reduce local noise pollution.   |
|  |  | Increase in noise pollution from traffic likely/ mix of uses could potentially lead to increased noise pollution locally.   |
|  |  | Housing/sensitive use adjacent to a major road/industrial activity.   |
| <b>12. Conserve and enhance the historic environment, heritage assets and their setting</b>  |  |   |
| Protect and enhance historic buildings and archaeological sites and their setting<br>Protect and enhance historic landscape value and its setting<br>Protect and enhance undesignated heritage assets and their setting<br>Protect and enhance townscape character and quality | 1. Will the site negatively affect any historic assets or their setting? |   |
|  |  | No/ no difference from existing use/ proposed use likely to enhance setting/ bring assets back into use/ increase understanding of historic resource.                             |
|  |  | Site is adjacent to historic asset, but site will be developed sensitively/ some effects may result.  |
|  |  | Negative impact likely.   |
| <b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>  |  |   |
| Protect and enhance ground and surface water quality<br>Protect and improve the quality of bathing waters<br>Maintain and improve the quality of groundwater   | 1. Is the site adjacent to a waterbody?                                  |   |
|  |  | No  |
|  |  | Not adjacent but within proximity in relation to risk of pollutants/ Yes but development will ensure the avoidance of the majority of negative effects through mitigation.        |
|  | Negative impact likely – waterbodies within the site.                    |   |



| SA Objective and Guide Questions  | Detailed Assessment criteria  |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|---|---|---|--------------------|-----|---|-----|-------------|-----|--|--|---|----|---|----|--|---|--|-----|--|
| Protect and enhance coastal water quality<br>Reduce and manage flooding   | <p>2. Is the site within a source protection zone?</p> <table border="1" data-bbox="568 280 1928 427"> <tr> <td data-bbox="568 280 647 328">No</td> <td data-bbox="647 280 1928 328">no effects likely.</td> </tr> <tr> <td data-bbox="568 328 647 376">Yes</td> <td data-bbox="647 328 1928 376">outer zone.</td> </tr> <tr> <td data-bbox="568 376 647 427">Yes</td> <td data-bbox="647 376 1928 427">inner zone.</td> </tr> </table> <p>3. Does the area/site have adequate water and sewerage infrastructure?</p> <table border="1" data-bbox="568 480 1928 627"> <tr> <td data-bbox="568 480 647 528">Yes</td> <td data-bbox="647 480 1928 528"></td> </tr> <tr> <td data-bbox="568 528 647 576">Some upgrading required/alternative solution (such as septic tank)</td> <td data-bbox="647 528 1928 576"></td> </tr> <tr> <td data-bbox="568 576 647 627">No</td> <td data-bbox="647 576 1928 627"></td> </tr> </table> <p>4. Does the site lie within an area of high flood risk and have a non-compatible use?</p> <table border="1" data-bbox="568 679 1928 887"> <tr> <td data-bbox="568 679 647 727">No</td> <td data-bbox="647 679 1928 727"></td> </tr> <tr> <td data-bbox="568 727 647 839">Yes but site benefits from flood defences/ part of the site is within the flood zone, where built development will be avoided/ building design will seek to mitigate risk and site is currently impermeable/ no, but scale of development on greenfield site may increase flood risk.</td> <td data-bbox="647 727 1928 839"></td> </tr> <tr> <td data-bbox="568 839 647 887">Yes</td> <td data-bbox="647 839 1928 887"></td> </tr> </table> | No  | no effects likely. | Yes | outer zone.   | Yes | inner zone. | Yes |  | Some upgrading required/alternative solution (such as septic tank) |   | No |   | No |  | Yes but site benefits from flood defences/ part of the site is within the flood zone, where built development will be avoided/ building design will seek to mitigate risk and site is currently impermeable/ no, but scale of development on greenfield site may increase flood risk. |  | Yes |  |
|   | No  | no effects likely.  |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Yes   | outer zone.   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Yes   | inner zone.   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Yes   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Some upgrading required/alternative solution (such as septic tank)  |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | No  |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | No  |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Yes but site benefits from flood defences/ part of the site is within the flood zone, where built development will be avoided/ building design will seek to mitigate risk and site is currently impermeable/ no, but scale of development on greenfield site may increase flood risk.   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Yes   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | <b>15. Protect and improve air quality</b>  |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
|   | Protect and improve local air quality   | <p>1. Does the site lie within an AQMA?</p> <table border="1" data-bbox="568 983 1928 1129"> <tr> <td data-bbox="568 983 647 1031">No</td> <td data-bbox="647 983 1928 1031"></td> </tr> <tr> <td data-bbox="568 1031 647 1078">Yes, but site will not lead to an increase in traffic from motorised sources.</td> <td data-bbox="647 1031 1928 1078"></td> </tr> <tr> <td data-bbox="568 1078 647 1129">Yes</td> <td data-bbox="647 1078 1928 1129"></td> </tr> </table> <p>2. Will the proposed use increase air pollution (from traffic or industrial processes)?</p> <table border="1" data-bbox="568 1214 1928 1385"> <tr> <td data-bbox="568 1214 647 1262">No/ Use likely to be an improvement over existing use.</td> <td data-bbox="647 1214 1928 1262"></td> </tr> <tr> <td data-bbox="568 1262 647 1342">May be an increase although sustainable transport provision proposed to minimise effect/ increase but not significant as previous and proposed uses likely to have similar levels of traffic/pollution.</td> <td data-bbox="647 1262 1928 1342"></td> </tr> <tr> <td data-bbox="568 1342 647 1385">Site likely to increase pollution levels overall through change of use.</td> <td data-bbox="647 1342 1928 1385"></td> </tr> </table> | No                 |     | Yes, but site will not lead to an increase in traffic from motorised sources. |     | Yes         |     | No/ Use likely to be an improvement over existing use. |  | May be an increase although sustainable transport provision proposed to minimise effect/ increase but not significant as previous and proposed uses likely to have similar levels of traffic/pollution. |    | Site likely to increase pollution levels overall through change of use. |    |  |   |  |     |  |
| No  |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
| Yes, but site will not lead to an increase in traffic from motorised sources.   |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
| Yes   |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
| No/ Use likely to be an improvement over existing use.  |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
| May be an increase although sustainable transport provision proposed to minimise effect/ increase but not significant as previous and proposed uses likely to have similar levels of traffic/pollution. |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |
| Site likely to increase pollution levels overall through change of use.   |   |   |                    |     |   |     |             |     |  |  |   |    |   |    |  |   |  |     |  |

| SA Objective and Guide Questions  | Detailed Assessment criteria   |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
|---|--|--------------------------------------|--|-------|--|--------|--|-----|--------------------------|---|--|-------|--|--------|---|-----|-----|
| <b>16. Ensure the sustainable use of natural resources</b>  |  |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Reduce the amount of derelict and vacant land<br>Ensure that contaminated land will be guarded against<br>Encourage development of brownfield land where appropriate<br>Maintain and enhance soil quality<br>Increase the proportion of waste recycling and re-use<br>Reduce the production of waste<br>Reduce the proportion of waste landfilled | <table border="1"> <tr> <td colspan="2" data-bbox="577 320 1928 357">1. Is the site previously developed?</td> </tr> <tr> <td data-bbox="577 357 647 405">Green</td> <td data-bbox="647 357 1928 405">Yes / site will lead to the remediation of contaminated soil</td> </tr> <tr> <td data-bbox="577 405 647 453">Yellow</td> <td data-bbox="647 405 1928 453">Part of the site is previously developed/ Development area is greenfield but minor in scale.</td> </tr> <tr> <td data-bbox="577 453 647 501">Red</td> <td data-bbox="647 453 1928 501">No – site is greenfield.</td> </tr> <tr> <td colspan="2" data-bbox="577 501 1928 549">2. Does the site have adequate sustainable waste management facilities?</td> </tr> <tr> <td data-bbox="577 549 647 596">Green</td> <td data-bbox="647 549 1928 596">Yes / site will lead to the provision of additional facilities for waste management.</td> </tr> <tr> <td data-bbox="577 596 647 644">Yellow</td> <td data-bbox="647 596 1928 644">Upgrades required but not provided through new development.</td> </tr> <tr> <td data-bbox="577 644 647 743">Red</td> <td data-bbox="647 644 1928 743">No.</td> </tr> </table> | 1. Is the site previously developed? |  | Green | Yes / site will lead to the remediation of contaminated soil | Yellow | Part of the site is previously developed/ Development area is greenfield but minor in scale. | Red | No – site is greenfield. | 2. Does the site have adequate sustainable waste management facilities? |  | Green | Yes / site will lead to the provision of additional facilities for waste management. | Yellow | Upgrades required but not provided through new development. | Red | No. |
| 1. Is the site previously developed?  |  |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Green   | Yes / site will lead to the remediation of contaminated soil   |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Yellow  | Part of the site is previously developed/ Development area is greenfield but minor in scale.   |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Red   | No – site is greenfield.   |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| 2. Does the site have adequate sustainable waste management facilities?   |  |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Green   | Yes / site will lead to the provision of additional facilities for waste management.   |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Yellow  | Upgrades required but not provided through new development.  |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |
| Red   | No.  |                                      |  |       |  |        |  |     |                          |   |  |       |  |        |   |     |     |

## 7.3 Assessment Results

Appendix I includes an assessment of the Local Plan Revised Preferred Option non-strategic site allocations. This section includes a summary of the assessment findings by area.

### Lytham and St. Annes

**Table 7-4 – Lytham and St. Annes: non-strategic sites assessed**

|      | Site   | Allocations | Minded to approve (net) | Planning application commitment | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------|------------------|
| HS1  | Queen Mary School, Clifton Drive South, St. Anne's |             |                         | 41                              | 35               |
| HS2  | Jubilee House, East Beach, Lytham                  |             |                         | 20                              |                  |
| HS3  | Ashton Nurseries, Mythop Road, Lytham              |             |                         | 10                              |                  |
| HS4  | The Gables, 35-39 Orchard Road, St. Anne's         |             |                         | 19                              |                  |
| HS5  | 7-8 St Georges Square, St. Anne's                  |             |                         | 11                              |                  |
| HS6  | 68 North Promenade & 1 Sandgate, St. Anne's        |             |                         | 12                              |                  |
| HS7  | Petros House, St Andrews Road North, St. Anne's    |             |                         | 35                              |                  |
| HS8  | 35-37 South Promenade, St. Anne's                  |             | 36                      |                                 |                  |
| HS9  | 23 - 33 Fairhaven Road, St. Anne's                 |             | 32                      |                                 |                  |
| HS10 | 34-36 Orchard Road, Lytham St Anne's               |             |                         |                                 |                  |
| HS11 | The Galleries, 2-4 Kingsway, Lytham                |             |                         |                                 |                  |
| HS12 | Fairways, Heeley Road, St. Anne's                  |             | 20                      |                                 |                  |
| HS13 | Kingsway Garage, St. Anne's                        |             | 30                      |                                 |                  |
| HS14 | Axa, Lytham  |             | 45                      |                                 |                  |
| HS15 | Land to the West, Ballam Road, Lytham              |             | 12                      |                                 |                  |
| HS19 | 1 Lord Street, St. Anne's                          |             |                         | 13                              |                  |
| HS20 | Kwik Save, St. Anne's                              |             |                         | 15                              |                  |

The sites generally perform neutrally against the SA Objectives. The sites are located within 1km or within 30 minutes by public transport to education and open space facilities. Many of the sites are located within 1km of a doctor's surgery with a number of dental practices and opticians services also accessible. It is noted that the nature of the sites is for housing provision therefore the performance was not relevant to the provision of healthcare facilities. Whilst there are both primary schools and secondary schools that are accessible by public transport, it is noted that the sites cumulatively may mean that there is not enough capacity to accommodate place requirements.

In terms of access, many sites are located within 800m of St Annes-on-the-Sea Station and bus routes. The sites scored well against the air quality SA Objective as none of the sites are located within an AQMA. It is noted that individually the sites would not give rise to significantly increased air pollution, however, cumulatively there may be potential to affect local air quality from increased number of vehicles. Sustainable transport provision should therefore be considered where possible. This is a requirement of the policies of the Local Plan, including Policy GD7.

The existence of adequate waste management facilities for the sites is unclear. However, where

necessary, it is recommended that adequate sustainable waste management facilities should be provided.

Some sites have the potential to contain protected species, though it is noted the majority are in existing use, this would need to be confirmed by a site inspection and mitigation measures would need to be put in place if protected species were found to be present notably at HS15. Policy ENV2 should enable this. The Ribble and Alt Estuaries Ramsar site and SPA and Ribble Estuary Site of Special Scientific Interest (SSSI) are located within 1km of the majority of the sites and within 2km of some sites although most sites are too small and isolated to be functionally-linked.

HS3 and HS15 are each directly adjacent to Warton and Westby ward which is in the bottom 10% for housing and deprivation and would therefore offer some benefits to deprivation in this ward. All the sites except HS15 are located on brownfield land. The majority of HS2 is located within flood zone 2 and 3 with some of the site benefitting from flood defences. HS14 and HS15 are partly within flood zone 2. HS3 is located within flood zone 3 areas though benefit from flood defences. These sites would require Flood Risk Assessments (FRA) as they are more than 1 ha in size excluding HS3 which is below 1ha. HS15 is also directly adjacent to a drain therefore pollution prevention measures would be required during construction. This is a requirement under Policy CL1.

HS14 is located within 100m of Grade II listed 47-51 Warton Street. Therefore potential effects to the listed buildings and design sensitive to the setting of the buildings would need to be considered. This is a requirement under Policy ENV5. There is a Tree Preservation Order (TPO) to the north west boundary of HS2 and within HS2 therefore consultation with the Council would be needed if potential effects or loss may be likely.

### Recommendations

No recommendations are made for the sites within this assessment component – mitigation measures will be provided through implementation of the Local Plan policies.

## Fylde – Blackpool Periphery

Table 7-5 – Fylde-Blackpool Periphery: non-strategic sites assessed

|      | Site  | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|---|-------------|-------------------------|---------------------------------------|------------------|
| HS21 | Land to the rear of 11-63 Westgate Road, Squires Gate |             |                         | 70                                    |                  |
| HS22 | Former Clock Garage, Preston New Road, Westby         |             |                         | 14                                    |                  |
| HS23 | Land South of Bridgeside, Squires Gate                |             |                         | 22                                    |                  |

The sites generally perform well with some uncertainties noted. It is noted that there are no known primary or high schools within 1km of site HS22. There are education facilities accessible by public transport. In particular sites HS21 and HS23 are located in proximity to each other. Strategic site MUS2 to the north west of junction 4 includes provision for a primary school. Though given the size of strategic site HSS4 also in proximity to these sites, cumulatively, capacity to accommodate place requirements would need to be considered. This is a requirement of Policy M1 for strategic sites.

HS22 is located adjacent to the east to an area of housing and directly west and north is adjacent

to open agricultural land. HS21 and HS23 scored well in relation to linking to recreational or walking facilities and access to goods and services as both are located within 800m of a recreational route and within 800m of Squires Gate railway station. It is noted that HS22 is not located in close proximity to recreational or known walking/cycling routes with the nearest facilities more than 1.5km away. There are bus links within 400m of HS22.

HS21 and HS23 are both located within 800m of the Ribble Alt and Estuaries Ramsar site and Ribble Estuary SSSI. HS23 is located adjacent to the railway line which is a Biological Heritage Site (BHS). Measures to avoid indirect impacts on adjoining nature conservation sites and BHS should be incorporated into the design. There are existing trees on HS22 therefore the presence of protected species may be likely. A site assessment would be required and any necessary mitigation would be required if species are found to be present. In developing housing on this site there would be a loss of trees which would affect biodiversity. Trees should be replanted and incorporated into design to maintain connectivity. Biodiversity is protected through Local Plan Policy ENV2.

It is noted that whilst HS22 is located in an area with open land, given the number of dwellings is below 20 and there is existing housing directly adjacent to the east, the landscape effect would be limited. HS22 and HS23 would both increase levels of vehicle movement that previous levels through housing provision. However given the scale this would not significantly increase traffic/pollution. HS22 may have contamination due to previous use as a petrol station and would therefore require ground investigation and any necessary remediation. Local Plan Policy HW4 requires that sites are satisfactorily remediation.

The site may also have potential for prehistoric and medieval archaeological remains. An investigation would need to be completed under the requirements of Local Plan Policy ENV5.

### Recommendations

No recommendations are made for the sites within this assessment component – mitigation measures will be provided through implementation of the Local Plan policies.

## Warton

Table 7-6 – Warton: non-strategic sites assessed

|      | Site   | Allocations | Minded to approve (net) | Planning application commitment | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------|------------------|
| HS24 | Riversleigh Farm, Warton                       |             |                         | 82                              |                  |
| HS25 | Nine Acres Nursery, harbour Lane Phase 1       |             |                         | 66                              | 59               |
| HS26 | Georges Garage, Warton                         |             |                         | 16                              |                  |
| HS27 | Oaklands Caravan Park, 252 Lytham Road, Warton |             | 53                      |                                 |                  |

The sites partially meet the criteria with some possible constraints identified. There are primary schools within proximity to the sites as well as educational and healthcare facilities which are accessible by public transport within 2km. The sites, cumulatively with strategic site HSS7, would increase the localised population therefore educational facilities to meet needs would need to be addressed. This is a requirement of Policy M1, in relation to strategic locations.

The sites are each located within 1km of Public Rights of Way (PRoW), a recreational route to the south within 2km and recreational facilities including a park. Strategic site HSS7 is also in proximity therefore, where possible, improvements to sustainable access links should be

provided. This should be provided through Policy GD7. The sites are located within at least 800m of transport links and are each facilitated by highways infrastructure.

The sites do not fall within the bottom 20% or 30% most deprived for housing and services however it is noted that directly to the north west of the sites LSOA is the Fylde 001E Lower Super Output Area (LSOA), which is in the bottom 10% most deprived, therefore housing provision may lead to some benefits in relation to housing quality.

The sites are located within 2km of the Ribble and Alt Estuaries Ramsar Site, SPA and SSSI therefore measures to avoid indirect impacts on the adjoining nature conservation sites should be incorporated into the design. It is noted that HS24 is under construction and HS25 is nearly complete. There may be potential for protected species at HS24 as the site contains trees to the north given construction has commenced a site inspection should have taken place to rule out presence of species or to inform the need for any mitigation measures. HS25 has 5 ponds in vicinity of the site however there would likely be limited impact upon species habitat. Biodiversity is protected through Local Plan Policy ENV2.

HS24 and HS25 are both located within greenfield land and it is noted there is also a TPO for two individual trees on the northern boundary of HS24 which, where possible, should be retained within design, liaison with the Council would be required given the TPO is on the site boundary. Development may lead to the loss of trees at both HS24 and HS26. In particular, this could have a potential effect on habitat connectivity at HS24 as existing trees in proximity to the site are identified. Each of the sites are being developed adjacent to existing development and with screening impacts to landscape could be minimised. Policy GD7 should ensure the mitigation of any potentially negative effects.

HS26 is located within 200m of a stream this stream is also directly adjacent to HSS7. There may be potential risk to the stream therefore appropriate mitigation measures to prevent risk would be recommended during construction under Local Plan Policy CL1. Given HS24 and HS26 are both currently vacant sites provisions may be required for water and sewerage.

This is a requirement under Policy M1 for strategic sites, although the requirement is uncertain for non-strategic sites.

HS24 would provide 66 homes on previously vacant land which would increase vehicle movement and cumulatively the sites would have an effect on traffic/pollution. HS25 is noted to have sewer capacity issues which would need to be addressed. There is also possible contamination at HS26 as a result of previous car dismantling use at the site therefore land investigation would be required and remediation as necessary. This would be required under Policy HW4.

## Kirkham and Wesham

**Table 7-7 – Kirkham and Wesham: non-strategic sites assessed**

|      | Site   | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------------|------------------|
| HS28 | Sunnybank Mill, Kirkham  | 31          |                         |                                       |                  |
| HS29 | Crossacres land between Weeton Road/<br>Fleetwood Road, Wesham |             |                         | 13                                    | 9                |
| HS30 | Pennine View, Weeton Road, Wesham                              |             |                         | 12                                    |                  |

|      | Site   | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------------|------------------|
| HS31 | Former Fylde Council Offices, Derby Road, Wesham   |             |                         | 24                                    | 1                |
| HS32 | West End Residential Park, Kirkham                 |             | 27                      |                                       |                  |
| HS33 | Arundel Lodge Nursing Home, 1 Station Road, Wesham |             |                         | 11                                    |                  |
| HS34 | Crossroads, Kirkham                                |             |                         | 12                                    |                  |
| HS35 | Henthorne Builders, Orders Lane, Kirkham           |             |                         | 26                                    |                  |
| HS36 | St Georges Hotel, Station Road, Kirkham            |             |                         | 11                                    |                  |

The sites generally meet the criteria with some possible constraints identified. The sites are located in reasonable proximity to education facilities with the majority located within walking distance of primary and high schools. There are also healthcare facilities which can be accessible by public transport. The sites are within 1km of public transport links with HS30 and HS31 in close proximity to Wesham train station. There are facilities including churches and open spaces within 1km of the sites.

The sites are located within Warton and Westby which is within the bottom 10% most deprived for housing and services deprivation therefore providing housing adjacent to this area may offer some benefits to housing and services deprivation.

HS29 is nearing completion and HS31 is now under construction. The other sites have the potential to contain protected species and development could affect habitats and connectivity; however this would need to be confirmed by a site inspection and mitigation measures would need to be put in place if protected species were found to be present. Each of the sites including those under construction would have a limited effect on landscape given existing development surroundings however the incorporation of landscaping would help to minimise effects. Local Plan Policies ENV2 and GD7 should ensure the mitigation of these effects.

The housing provision varies from 12-31 houses therefore pollution effects would be limited individually. However cumulatively may give rise to increased traffic/pollution with three strategic sites also within the area. The sites are not located within a Conservation Area or in proximity to historic assets. HS33 and HS31 are adjacent to flood zone 2 therefore this should be taken into consideration during design through Local Plan Policy CL1. HS29 contains ponds within the site which could potentially contain Great Crested Newts (GCN) and HS31 has the potential for bat roosts within trees to the southern boundary therefore as the sites are currently under construction it is expected that a site inspection would have taken place and any mitigation measures deemed necessary would have been put in place. Similarly the potential for localised pollution around a garage to area to the south at HS31 should have been investigated and addressed as necessary.

## Freckleton

**Table 7-8 – Freckleton: non-strategic sites assessed**

|      | Site  | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|---|-------------|-------------------------|---------------------------------------|------------------|
| HS37 | The Refuge, Ruskin Road, Freckleton               |             |                         | 13                                    |                  |
| HS38 | Land rear of High Meadows, Lower Lane, Freckleton | 13          |                         |                                       |                  |

The sites are each located within 400m of a bus stop and within 1km of educational facilities and access to a PRow. Whilst HS37 is located within 400m of recreational facilities including Rawstone Sports Centre Park, the two sites are located just outside 1km of such facilities which are based within Kirkham to the north and Freckleton to the south.

It is unclear whether there are healthcare facilities in proximity to HS38. However, there is a doctor's surgery and Freckleton Health Centre which would be directly adjacent to HS37. The sites are located adjacent to Warton and Westby ward which is in the bottom 10% for housing and services deprivation therefore may offer some benefits towards deprivation.

HS37 is located within brownfield land and HS38 is located within Green Belt land.

The Ribble and Alt Estuaries Ramsar site, SPA and Ribble Estuary SSSI are located within 2km of HS37. There are trees on the boundary of HS38. Appropriate pollution prevention measures would be required to prevent pollution of the pond. This could be delivered through the implementation of Local Plan Policy CL1.

HS38 would bring development to predominantly agricultural land therefore would have an effect on landscape as well as increased vehicle movement though not to a significant scale and the development would also be a natural extension to the existing settlement boundary. Appropriate design and landscaping would therefore be recommended through the implementation of GD7 and ENV1.

Site inspections for protected species would be required and mitigation measures if any species found to be present in accordance with Local Plan Policy ENV4. HS37 and HS38 have sewer capacity issues which would require addressing.

## Staining

**Table 7-9 – Staining: non-strategic sites assessed**

|      | Site                               | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|------------------------------------|-------------|-------------------------|---------------------------------------|------------------|
| HS39 | Land South of Chain Lane, Staining |             |                         | 42                                    |                  |
| HS40 | Land at Kings Close, Staining      |             |                         | 30                                    |                  |
| HS41 | Thornfield Caravan Park, Staining  | 28          |                         |                                       |                  |
| HS42 | Baines Farm, Mill Lane, Staining   |             |                         | 11                                    |                  |



|      | Site                                | Allocations | Minded to approve (net) | Planning application commitment | Completion (net) |
|------|-------------------------------------|-------------|-------------------------|---------------------------------|------------------|
| HS43 | Land Adj to 18 Chain Lane, Staining |             |                         | 30                              |                  |

The sites have a mixed performance against the SA Objectives scoring well and partially meeting criteria across the SA objectives. Staining Church of England Primary School is located within 400m of the sites however the proximity of other facilities such as secondary schools is unclear. There are also healthcare facilities, bus stops and PRow within 400m of the sites, with one PRow along the southern boundary of HS40. HS40 is located along a track which would require upgrading to two lanes with pedestrian access. There may be limited cultural/recreational facilities within Staining. However the location of facilities within the village is unclear. The sites are located adjacent to LSOAs within the bottom 10% and bottom 30% for housing and services deprivation. The provision of 100 homes cumulatively would benefit housing and services deprivation. Marton Mere Blackpool SSSI and Local Nature Reserve is located within 1km of the sites therefore any potential effects should be investigated. There are trees partly along the boundaries of HS39 and HS40 with ponds in proximity to HS39, therefore site inspections would be required for the potential presence of any protected species. HS41 is currently a holiday caravan site and is unlikely to contain protected species. HS39 and HS40 would be developed on greenfield land and would introduce development to previously undeveloped land which would also affect the local landscape though the sites are surrounded by development and would form natural extensions. Whilst there are no heritage features in proximity to the sites, the sites would require appropriate design in keeping with the local area to minimise landscape effects. It is noted that there is limited archaeological potential at HS40 this would require investigation and possible consultation with the council Heritage Officer. This site also has sewer capacity issues which would need to be addressed. HS39 and HS40 together would also increase localised traffic and effects to air quality.

## Wrea Green

**Table 7-10 – Wrea Green: non-strategic sites assessed**

|      | Site                                       | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------------|------------------|
| HS44 | Land Adj Richmond Avenue, Wrea Green       |             |                         | 54                                    | 4                |
| HS45 | Rear of 54 Bryning Lane, Wrea Green        |             |                         | 25                                    |                  |
| HS46 | North View Farm, 22 Ribby Road, Wrea Green |             |                         | 42                                    |                  |
| HS47 | Land North of North View Farm, Wrea Green  |             | 15                      |                                       |                  |
| HS48 | Former Wareings, Ribby Road, Wrea Green    |             |                         | 14                                    | 13               |

The sites generally perform well against the SA objectives with the majority conforming to the criteria, especially the more environmentally/ecologically focused objectives whereas they slightly fall down on the accessibility of services/infrastructure objectives. Education/lifelong learning and provision is centred on a sole primary school (Ribby with Wrea Endowed Church of England Primary School) which is within a sustainable distance for all five sites by walking or public transport. The nearest Secondary School would be in the town of Kirkham approximately 2.5 miles away. Healthcare provision is not as accessible in Wrea Green, as the nearest GP

surgery is Kirkham Health Centre approximately 1.5 miles from the sites HS48, HS47 and HS46. Sites HS44 and HS45 are further away but still within 30 minutes by public transport. There is, however, a dental practice in Wrea Green located in between/within relative proximity 3 of the sites (HS48,HS46 and HS47). With regards to sustainable access to services, three perform well (HS48, HS46 and HS47) due to their proximity to Ribby Road which provides several bus stops and serves as a main highway in and out of Wrea Green. HS45 and HS44 are more remote and do not score well due to distance to the nearest public transport link. Apart from HS44, the sites are within accessible range of cultural and recreational facilities. Provision of local business and employment is slightly conflicting with the criteria as the sites are proposed for residential therefore employment will not be provided as part of the developments. Across the sites there are very few environmental or ecological issues. Due to the greenfield nature of two of the sites (HS44 and HS45) the townscape and landscape will be affected as well as traffic pollution, use of natural resources, waste and disruption of the soil quality.

## Clifton

**Table 7-11 – Clifton: non-strategic sites assessed**

|      | Site  | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|---|-------------|-------------------------|---------------------------------------|------------------|
| HS49 | Land North of 43 Stanagate, Clifton         | 20          |                         |                                       |                  |
| HS50 | Land East of Rowan Close, Ash Lane, Clifton | 30          |                         |                                       |                  |

The sites are located in proximity to William Pickles Park as well as bus links and would encourage sustainable movements. However other identified recreational/cultural facilities are located further than 800m from the sites. The sites are located within the bottom 20% most deprived for housing and services therefore provision of housing would be directly beneficial to the local area.

The sites have the potential to affect habitat connectivity and it is noted that trees and hedgerows are present on site with one TPO located on the south east corner of HS50. Potential loss of the tree is unclear at this stage however consultation with the Council would be recommended. The eastern part of this site is also within designated wetland and health area. However, the sites are not covered by international/national designations but are within 1km of Netwon Marsh SSSI. The site has the potential to contain protected species however this would need to be confirmed by a site inspection and mitigation measures would need to be put in place if protected species were found to be present. Site inspections would be required to determine any potential presence of protected species and mitigation measures where necessary under Local Plan Policy ENV2.

The sites could have an impact upon the local landscape however they would form part of existing development within Clifton, which could minimise effects. Landscaping and appropriate design should therefore be considered to minimise effects further, through Local Plan Policies ENV1 and GD7.

The location of healthcare facilities, capacity of education facilities, potential for protected species on site and status of sustainable waste management facilities, water and sewerage infrastructure on site is unclear. These would need to be investigated.

Clifton hall Grade II listed building is located to the south of HS50 therefore the setting of the listed building should be taken into consideration during the design stage in accordance with

Local Plan Policy ENV5.

The site is also adjacent to the west to a drain therefore pollution prevention measures should be practiced during construction under Local Plan Policy CL1. It is noted that HS49 is located within 340m of HSE consultation zone for Carnforth/Treales high pressures gas pipeline and within 100m of National Grid's consultation zone for overhead power lines therefore consultations prior to any construction would be required.

## Newton

**Table 7-12 – Newton: non-strategic sites assessed**

|      | Site                             | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|----------------------------------|-------------|-------------------------|---------------------------------------|------------------|
| HS51 | Newton hall, School Lane, Newton | 86          |                         |                                       |                  |
| HS52 | Cobweb Barn, Oak Lane, Newton    | 29          |                         |                                       |                  |

There are schools in proximity to the sites as well as schools accessible by public transport. The capacity of education facilities identified is unclear. There are transport facilities within 1km of the sites. Provisions for public transport in proximity to the sites is recommended and could be implemented through Local Plan Policy GD7. There are also healthcare facilities within 1km of the sites to the north such as doctor's surgeries. The site is located adjacent to the Newton with Treales ward which is in the bottom 20% for housing and services deprivation therefore housing provision may offer some benefits to housing and services deprivation. The site would introduce new development which would increase vehicle movements and would have an effect on traffic given the sites combined would provide more than 100 homes. It is noted that the sites are not located within an AQMA.

HS52 would be developed on greenfield land and HS51 on part brownfield and greenfield. Both would result in the loss of openness within the countryside with HS51 resulting in the loss of designated public open space, though the sites could form part of a natural extension to the existing settlement boundary.

HS51 contains Newton hall Farmhouse Grade II listed building and one other listed building within 100m. The potential for direct negative effects is unclear therefore further investigation and any necessary consultation with Historic England and the Council Heritage Officer would be required and consideration of sensitive design would be necessary through the implementation of Local Plan Policy ENV5.

HS51 is located partly within flood zone 2 and 3 and is over 6ha in size and would therefore require a FRA under national planning policy requirements.

The sites have the potential to contain protected species however this would need to be confirmed by a site inspection and mitigation measures would need to be put in place if protected species were found to be present through the implementation of Local Plan Policy ENV2.

There are also sewer capacity issues which would need to be addressed.

## Singleton

**Table 7-13 – Singleton: non-strategic sites assessed**

|      | Site                         | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|------------------------------|-------------|-------------------------|---------------------------------------|------------------|
| HS53 | Singleton Village, Singleton |             | 15                      |                                       |                  |

Singleton Church of England Voluntary Aided Primary School is located within 300m of the three sites at Singleton. However, the nearest secondary school is more than 2km away. One site is located within 200m of a PRow and the other two within 600m of the same PRow. There are also bus links within 200m of each site as well as recreational facilities within 1km including Singleton Park. The site is located within Singleton and Greenhalgh ward which is in the bottom 30% for housing and services deprivation therefore the provision of housing within this ward would contribute towards improving housing and services deprivation.

There are some trees located on the sites and it is noted that there is evidence of GCN presence on adjacent agricultural land. A site inspection would therefore be required and mitigation measures would need to be put in place if GCN or any other important species were found to be present under Local Plan Policy ENV2. The development of the sites would result in the loss of Grade 2 Agricultural Land and could have an effect on the local landscape, impacting upon the character and openness of the countryside. It is therefore recommended that housing design should be complement the local character and incorporate appropriate landscaping in accordance with Local Plan Policy ENV1.

Grade II listed Fire Engine House at the corner of Church Road is directly adjacent to one of the site boundaries. Consultation with the Council's Heritage Officer as well as Historic England would need to be undertaken given the proximity of the listing to the site. Development would also need to be undertaken sensitively in order to avoid direct impacts to the listing and to avoid negative effects to the setting of the listing in accordance with Local Plan Policy ENV5.

Development at the sites would increase vehicle movements from current use as open agricultural land, however this is not considered to be significant with the provision of 15 houses. The presence of healthcare facilities near the sites, the capacity of education facilities and the status of water and sewerage infrastructure on site is unclear.

## Weeton

**Table 7-14 – Weeton: non-strategic sites assessed**

|      | Site  | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|---|-------------|-------------------------|---------------------------------------|------------------|
| HS54 | The Laurels and Willow House, Mythop Road, Weeton |             |                         | 20                                    | 1                |

Weeton Saint Michael's Church of England Primary School is located within 500m to the south west of the two sites, however other educational facilities are located more than 2km away. No healthcare facilities are located in proximity to the sites and it is unclear whether there are any located within 1km. There is a PRow within 300m of the site as well as a bus stop within 200m

which could serve to encourage sustainable travel and healthier lifestyles. It is noted, however, that Mythop Road, directly adjacent to the Mythop Road site, does not have a dedicated pedestrian pavement. However further along the road to the west there are existing homes where there is pedestrian access. It is therefore recommended that provision of a pavement adjacent to the site should be considered and implemented through Policy GD7.

There is an area of recreational use land directly to the east of the site a Mythop Road and further cultural/recreational facilities within 2km. The sites are not located adjacent to two areas within the bottom 20% and 30% for housing and services deprivation but could indirectly benefit deprivation.

The sites are located on Grade 2 Agricultural Land and would therefore result in loss of agricultural land.

The site on land off St Michael's Close is located within 50m of Grade II listed Cruck Barn and new housing on previous grassland would have an effect on the local landscape. It is therefore recommended that the design of the sites should be developed to minimise effects to local landscape and be in keeping with local building design to minimise effects to the setting of the listed barn in accordance with Local Plan Policies ENV1 and ENV5.

The sites are not at risk of flooding however there is a stream adjacent to the north east of the land off St Michael's Close site therefore appropriate pollution prevention measures should be put in place during construction in accordance with Local Plan Policy CL1. Initial completions have been made on site and it is expected that trees along the western boundary of the Mythop Road site would have been inspected and any necessary mitigation established.

Vehicle movement would increase from previous use though this would not be to a significant scale given the provision is for 20 homes. It is noted that the number of school places available, the presence of adequate water and sewerage and sustainable waste management facilities at the site are unclear.

### Recommendations

It is specifically recommended that paved pedestrian access is provided to the site. No further recommendations are made for the sites within this assessment component – mitigation measures will be provided through implementation of the Local Plan policies and conditions attached to the relevant decision notices for planning permissions.

## Greenhalgh

**Table 7-15 – Greenhalgh: non-strategic sites assessed**

|      | Site  | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|---|-------------|-------------------------|---------------------------------------|------------------|
| HS55 | The Rowans (Former Blue Anchor Inn), Fleetwood Road, Greenhalgh Phase 1 & 2 |             |                         | 17                                    | 14               |

The site is located on previously developed land and is currently nearing completion. There are no schools within 1km of the site. The nearest schools are located more than 2km away. The site is located within 200m of a PRow and bus stop which would serve to encourage sustainable travel and healthier lifestyles. There is a restaurant in proximity to the site and cultural/recreational facilities within 2km including a camping villa and fisheries lake which could be accessible by public transport. No healthcare facilities are located in proximity to the site

however it is unclear whether there are any located within 1km.

The site is located within the bottom 30% most deprived for housing and services, however given the provision is for 17 homes this would not make a significant contribution to improving deprivation. The site was previously a vacant public house and given the housing number provision is not considered would significantly affect traffic/pollution or the landscape of the local area. The site contains a large pond to the east and potential habitat areas. It appears the large pond has been retained and given potential for species to be present, site inspections should have been undertaken prior to the commencement of construction. During the remainder of the construction phase pollution prevention measures should be implemented to avoid potential pollution of the pond. It is noted that the number of school places available, the presence of adequate water and sewerage and sustainable waste management facilities at the site are unclear.

## Little Eccleston

**Table 7-16 – Little Eccleston: non-strategic sites assessed**

|      | Site   | Allocations | Minded to approve (net) | Planning application commitment (net) | Completion (net) |
|------|--|-------------|-------------------------|---------------------------------------|------------------|
| HS56 | Sunnydale Nurseries, Garstang Road, Little Eccleston | 25          |                         |                                       |                  |

The site is located within 100m of a bus stop and there is a school within 1km of the site, with other educational facilities and a healthcare centre accessible by public transport within Great Eccleston to the east. The site is located along the A586/Garstang Road which has dedicated separate pavement provision. There are limited cultural/recreational facilities within Little Eccleston and the immediate surrounding areas. The site is located directly adjacent to two wards within the bottom 20% and bottom 30% for housing and services deprivation therefore may offer some benefits to deprivation through the provision of housing.

The site currently contains industrial style buildings and there may be potential for bats in the roofing, there are also trees surrounding a large pond within the site therefore a site inspection would be required and appropriate mitigation measures would be needed should any protected species be found to be present. It is unclear whether the site would affect habitat connectivity and it is noted that the large pond on site is to be retained. It is therefore recommended that surrounding trees at the pond and along the northern site boundary should be incorporated into design where possible, this would also help to minimise landscape effects in accordance with Local Plan Policies ENV1, ENV2 and GD7.

The site is possibly contaminated due to previous use for fuel storage therefore ground investigations would be recommended in accordance with Local Plan Policy HW4. Appropriate contamination mitigation measures should also be implemented if required and during construction to prevent the risk of pollution of the pond through the implementation of Local Plan Policy CL1.

Given prior industrial based use of the site it is not considered that housing use will increase noise/traffic significantly. It is noted that the number of school places available, the presence of adequate water and sewerage and sustainable waste management facilities at the site are unclear.

## 7.4 Data Gaps

It should be noted that there are a number of notable information gaps in the site appraisal (indicated by the question marks in Appendix H). Specific data that still need to be collated for a large number of the possible development sites (unless otherwise stated) are related to the following criteria:

### Housing sites

- Are there sufficient places available at local schools to accommodate development?
- Are health facilities within walking or cycling distance or within 30 mins travel by public transport?
- Is it likely that there are any protected species on or near the site?
- Will the site affect the connectivity of habitats?
- Does the area/site have adequate water and sewerage infrastructure?
- Does the site have adequate sustainable waste management facilities?

### Employment sites

- Will the site lead to the increase in provision of education or training facilities?
- Will the site provide a mix of uses, reducing the need to travel?
- Does the area/site have adequate water and sewerage infrastructure?

## 8 Cumulative Effects

### 8.1 Cumulative Effects of the Local Plan

The SEA Regulations require that the assessment includes identification of cumulative and synergistic effects (where the combined effects are greater than the sum of their component parts).

Table 8-1 provides a summary of the predicted cumulative effects of the Plan.

**Table 8-1 Summary of Local Plan Policies and Strategic Sites Assessment**

| Cumulative / Synergistic Effect  | Causes   | Potential Trend       |
|--|--|-----------------------|
| Levels of educational and skills attainment have the potential to improve in the long term due to raised aspirations although school capacity will be put under pressure.                  | Although school capacity will need to be increased to meet demand through the requirements of the Local Plan in relation to strategic sites, the cumulative effect of the non-strategic sites in addition to this could put pressure on the need to supply for school places. Other policies in the plan should help address this. New and diverse employment provision could help to provide skills training opportunities for local people.  | Positive and Negative |
| Levels of health and well-being have the potential to improve in the long term.  | Cumulative measures to promote walking and cycling together with co-location of jobs, homes and accessible greenspace can benefit healthy lifestyles and wellbeing. Green infrastructure proposals would contribute to this. In addition, the avoidance of flood risk areas in the local plan, in addition to SUDS measures and multifunctional infrastructure, could have benefits for health and wellbeing through a reduction in flood risk, pollution sequestration, improved biodiversity levels and potential benefits to the micro-climate. | Positive              |
| Improvements to community spirit and cohesion, improve the vitality and vibrancy of settlements and reduce economic exclusion.   | Improvements to accessibility as well as locating the majority of developments in sustainable locations in both rural and urban areas could help to improve the community in which they are located. In particular, allocations which seek to provide a mix of uses could help to reduce the need to travel, which could improve a sense of community wellbeing. The allocation of some sites within areas of deprivation could increase quality of life in these areas, which could have further benefits for community cohesion.                 | Positive              |
| The Local Plan seeks to ensure protection of biodiversity resources. However, potential negative impacts could occur as a result of development within some brownfield / Greenfield sites. | Whilst the plan seeks to minimise the effects on biodiversity, development on both brown and greenfield sites could have a cumulative effect on the loss of biodiversity resources. Mitigation may reduce this effect and enhance biodiversity in some areas.  | Positive and Negative |



| Cumulative / Synergistic Effect  | Causes   | Potential Trend       |
|--|--|-----------------------|
| Protection and enhancement of landscape and townscape through regeneration of town centres, brownfield sites and minimisation of greenfield land-take. However, some greenfield loss at edges of settlements may cause negative effects. | Whilst the plan seeks to minimise the effects on countryside and improve urban areas through investment and regeneration, they also include elements of greenfield land-take which would cumulatively affect settlement edges.   | Positive and Negative |
| Whilst no heritage assets would be directly affected by the Local Plan, there is potential for unknown archaeology to be affected.   | Historic artefacts and evidence of former settlements have been found across the Fylde peninsula. The Local Plan has potential to affect as yet undiscovered archaeology although this is uncertain at this level.   | Uncertain             |
| Potential negative effects of traffic growth. Potential negative and positive contributions towards climate change. Potential positive effects as a result of promotion of sustainable travel.   | The Local Plan requires housing and employment growth which will all lead to an increase in resource use, emissions and traffic generation. However, the plan also seeks to promote development near to existing centres and transport hubs and to promote sustainable travel modes, which could lead to positive effects. | Positive and negative |

## 8.2 Cumulative Effects with other Plans or Projects

There is also the potential for the plan to have cumulative effects with other plans and programmes that are produced by other authorities such as neighbouring local authorities or statutory agencies. This also fulfils some of the requirements for the assessment of transboundary issues.

The following potential plans and projects have been identified that may result in cumulative effects with the Local Plan.

**Table 8-2 Potential Plans and Projects which may have Cumulative Effects with the Fylde Local Plan**

| Authority                 | Relevant Plan/Project   |
|---------------------------|---|
| Environment Agency        | River Wyre Catchment Flood Management Plan (2009)   |
| Environment Agency        | Ribble Catchment Flood Management Plan (2009)   |
| Environment Agency        | Lune and Wyre Abstraction Licensing Strategy (2013)   |
| United Utilities          | Water Resources Management Plan (2009)  |
| Lancashire County Council | Lancashire County Council Local Transport Plan 2011-2021 (2012)   |
| Lancashire County Council | Lancashire Minerals and Waste Local Plan Site Allocations and Development Management Policies Local Plan DPD adopted 2013 |

| Authority  | Relevant Plan/Project  |
|--|--|
| Wyre Borough Council   | <ul style="list-style-type: none"> <li>▪ Wyre Local Plan Issues and Options (three options amount needed not set out). Objectively Assessed Need for 340-485 dwellings per annum SHMA 2014</li> <li>▪ Safeguarding the line of the M55 Norcross Link (Blue Route) implementation through the Highways Agency.</li> <li>▪ A585 Skippool – Windy harbour Improvements commence 2019 open 2021 (Issues and Options 2015, Preferred Option 2016, Development Consent Order 2017), commence 2019/20, open 2021/22</li> <li>▪ Fylde Highways and Transport Masterplan</li> </ul> |
| Blackpool Council  | <ul style="list-style-type: none"> <li>▪ Blackpool Local Plan Part 1: Core Strategy 4200 dwellings to 2027</li> <li>▪ Also 31.5ha of employment land to 2027</li> <li>▪ Proposed Enterprise Zone within Fylde and Blackpool at Blackpool Airport boundary (Blackpool Airport is within Fylde), includes 144ha, 55ha are already developed, 89ha are available for development. 3000 jobs over 20 years.</li> <li>▪ Fylde Highways and Transport Masterplan</li> </ul>  |
| Lancaster City Council   | <ul style="list-style-type: none"> <li>▪ People, Homes, Jobs – how should we plan for the districts future? 2015</li> <li>▪ 13,000 – 14,000 new homes, 9500 new jobs</li> <li>▪ Heysham to M6 Link (under construction)</li> <li>▪ Lancaster District Highways and Transport Masterplan</li> </ul>   |
| Preston City Council, South Ribble Borough Council and Chorley Borough Council | Central Lancashire Core Strategy (adopted Preston - 5 July 2012; Chorley - 17 July 2012 and South Ribble - 18 July 2012) and Emerging New Local Plans  |
| West Lancashire District Council   | The Local Plan 2012- 2027 identifies a need for 4,860 new dwellings and 75ha of employment land.   |
| South Ribble Council   | <ul style="list-style-type: none"> <li>• Dualling the A582 from Penwortham to Farington</li> <li>• Completion of Penwortham By Pass</li> </ul>   |
| Sefton Council   | A total requirement for 11,070 dwellings from 2012-2030 plus 84.5ha of employment land.  |
| Various  | North West and North Wales - Shoreline Management Plan 2 (2011)  |
| Blackpool Council  | Blackpool Local Transport Plan Strategy 2011 to 2016 (2011)  |
| National Grid  | <p>Proposals to upgrade the transmission system – One of the options would come onshore around Blackpool International Airport and underground to a converter station around junction 4 of the M55, then over ground to Penwortham substation.</p> <p>North West Coastal Connections – the preferred option involves building a new nuclear power station at Sellafield. Power will be transmitted via a crossing under Morecambe Bay to the new Middleton substation at Heysham, Lancashire.</p>  |
| Centrica   | Offshore wind turbine development  |
| Dong Energy  | <ul style="list-style-type: none"> <li>▪ Walney Offshore Wind Farm</li> <li>▪ Walney Extension</li> <li>▪ West of Duddon Sands Offshore Wind Farm ( these are all existing )</li> </ul>  |
| Preston City Council   | <ul style="list-style-type: none"> <li>▪ Total requirement of 7,301 dwellings from 2014 – 2026. 5,322 of these at North West Preston, 2,837 will be delivered after</li> </ul>   |

| Authority | Relevant Plan/Project   |
|-----------|---|
|           | <p>2026. 99.52ha of employment land, 2.1ha at North West Preston</p> <ul style="list-style-type: none"> <li>▪ Junction 2 on M55 plus Preston Western Distributor Road (commence 2017 open 2019)</li> <li>▪ Cottam Parkway Railway Station accessed off Preston Western Distributor open 2022/23.</li> <li>▪ Broughton By Pass (Inquiry recently into CPO).</li> </ul> |

The assessment of cumulative (and synergistic) effects with other plans and projects has been presented in terms of impacts on receptor groups or topics in the same manner as the assessment against the SA Objectives. Note, however, that in some cases these have been combined to ease presentation. The results are summarised below.

**Table 8-3 Cumulative Effects with Other Plans or Projects**

| Receptor   | Cumulative / Synergistic Effect   | Causes   | Potential Trend |
|--|---|--|-----------------|
| Crime Rates and Fear of Crime                        | Crime and fear of crime may reduce along the Blackpool periphery in response to wider regeneration initiatives in addition to the Local Plan provisions.                  | Regeneration provisions within the emerging Blackpool Local Plan would also contribute to improved aspirations and environments in conjunction with the proposals in the Fylde Local Plan. This may reduce crime and fear of crime levels in the long-term.  | Positive        |
| Educational Attainment Skills and Training Provision | Levels of educational and skills attainment have the potential to improve in the long term due to raised aspirations although school capacity will be put under pressure. | Although school capacity will need to be increased to meet demand, the efforts of both the Fylde and Blackpool Local Plans to provide regeneration and attract new inward investment may help to raise aspirations in the sub-region. New and diverse employment provision would help to provide skills training opportunities for local people.   | Positive        |
| Health of the borough's population                   | Levels of health and well-being have the potential to improve in the long term.   | Cumulative measures to promote walking and cycling together with co-location of jobs, homes and accessible greenspace can benefit healthy lifestyles and wellbeing. Such measures are promoted in the Fylde Local Plan, Blackpool Local Plan, Wyre Local Plan and the Blackpool and Lancashire Local Transport Plans.<br><br>The avoidance of flood risk areas in the Local Plan together with the Wyre and Ribble Catchment Flood Management Plans would help to reduce the risk of flooding and risk to people's health. | Positive        |
| Housing Provision                                    | Housing will be provided to meet local needs and would contribute to sub-regional targets.  | Each of the adjoining Local Plans would contribute to meeting sub-regional housing needs as the Fylde Coast is considered to be a single housing market. Preston City Council Local Plan (Site Allocations allocates around 4000 homes to the north west of Preston).  | Positive        |
| Access to goods and                                  | Access to services and facilities for local   | Sustainable access to services is a key feature of the Fylde, Blackpool and Wyre   | Positive        |

| Receptor                        | Cumulative / Synergistic Effect   | Causes   | Potential Trend       |
|---------------------------------|---|--|-----------------------|
| services                        | people and visitors would be improved.  | Local Plans and the Blackpool and Lancashire Local Transport Plans.  |                       |
| Sustainable Economic Growth     | The Local Plan would help facilitate employment creation, business development and economic growth.   | Each of the Fylde and adjoining Local Plans allocate employment land and seek to improve access to these sites. The Blackpool and Lancashire Local Transport Plans also seek to improve access<br><br>The efforts of all the plans would help to raise the image of the sub-region and attract inward investment.<br><br>The development of employment sites at the periphery of Blackpool would help to meet the aims of both authorities.  | Positive              |
| Economic Inclusion              | Promotion of employment in areas of high employment / income deprivation.   | Improved accessibility within the borough as a whole, with improved public transport and walking / cycling opportunities and co-location of jobs and homes, should ensure easy access to employment for all. These themes are echoed in the surrounding Local Plans.   | Positive              |
| Biodiversity                    | The Local Plan seeks to ensure protection of biodiversity resources. However, potential negative impacts could occur as a result of development within some brownfield / Greenfield sites.  | Whilst each of the surrounding plans seek to encourage biodiversity enhancements, there are numerous sites which would result in the loss of potentially biodiverse greenfield sites and associated features.<br><br>Projects such as the M55 Norcross link and the National Grid energy transmission projects (see Table 8-2) and upgrades may also contribute to this. However, it should be noted that mitigation can be provided and the designated sites of greatest importance can be protected from such effects. | Positive and Negative |
| Townscape and Landscape Quality | Protection and enhancement of landscape and townscape through regeneration of town centres, brownfield sites and minimisation of greenfield land-take.<br><br>However, some greenfield loss at edges of settlements may cause negative effects. | Whilst each of the surrounding plans seek to minimise the effects on countryside and improve urban areas through investment and regeneration, they also include elements of greenfield land-take which would cumulatively affect settlement edges. Projects such as the M55 Norcross link and the three identified energy transmission projects and upgrades may also contribute to this.  | Positive and Negative |
| Heritage Assets                 | Whilst no heritage assets would be directly affected by the Local Plan, there is potential for unknown archaeology to be affected.  | Historic artefacts and evidence of former settlements have been found across the Fylde peninsula. Each of the Fylde and surrounding Local Plans has potential to affect as yet undiscovered archaeology although this is uncertain at this level.  | Uncertain             |
| Climate Change                  | Potential negative effects of traffic   | Each of the Fylde and surrounding Local Plans require housing and employment   | Positive and          |

| Receptor   | Cumulative / Synergistic Effect  | Causes   | Potential Trend |
|--|--|--|-----------------|
| Air Quality<br>Energy Efficiency<br>Natural Resources<br>Sustainable Transport | <p>growth.</p> <p>Potential negative and positive contributions towards climate change.</p> <p>Potential positive effects as a result of promotion of sustainable travel.</p> <p>The prudent use of natural resources.</p> | <p>growth which will all lead to an increase in resource use, emissions and traffic generation. However, each of the plans seek to promote development near to existing centres and transport hubs and to promote sustainable travel modes. This is backed up by the Blackpool and Lancashire Local Transport Plans. The energy and transmission projects all relate to low-carbon sources of energy.</p> <p>Also, the plans each include measures to promote more sustainable and resource/carbon efficient construction techniques which would help to mitigate the impact.</p> <p>The Fylde Coast highways and transport masterplan outlines plans to transform the road, rail, tram and cycle network on the Fylde Coast.</p> <p>Although the Local Plans contains provisions to mitigate flood risk, there is potential for development to increase run-off rates and exacerbate flood risks. The Catchment Flood Management Plans and Shoreline Management Plans would also seek to manage this.</p> | negative        |

# 9 Stage E: Monitoring Framework

## 9.1 Introduction

This section provides an outline framework for monitoring the significant effects of implementing the plan. Monitoring is an ongoing process integral to the plan's implementation and can be used to:

- Determine the performance of the plan and its contribution to objectives and targets;
- Identify the performance of mitigation measures;
- Fill data gaps identified earlier in the SA process;
- Identify undesirable sustainability effects; and
- Confirm whether sustainability predictions were accurate.

The SEA Regulations require that the plan is monitored to test the actual significant effects of implementing the plan against those predicted through the assessment. This process helps to ensure that any unforeseen, undesirable environmental effects are identified and remedial action is implemented accordingly. Likewise, it is beneficial to check that the effects (including beneficial ones) occur as predicted by the SA.

Based on the assessment conducted on the options and identification of potential significant environmental effects, a monitoring framework. Monitoring will be undertaken following adoption of the Local Plan.

## 9.2 Approach

The monitoring framework has been developed to measure the performance of the plan against changes in defined indicators that are linked to its implementation. These indicators have been developed based on the following:

- The objectives, targets and indicators that were developed for the SA Framework;
- Features of the baseline that will indicate the effects of the plan;
- The likely significant effects that were identified during the assessment; and
- The mitigation measures that were proposed to offset or reduce significant adverse effects.

The monitoring framework has been designed to focus mainly on significant sustainability effects including those:

- That indicate a likely breach of international, national or local legislation, recognised guidelines or standards.
- That may give rise to irreversible damage, with a view to identifying trends before such damage is caused.
- Where there was uncertainty in the SA, and where monitoring would enable preventative or mitigation measures to be taken.

As well as measuring specific indicators linked to the implementation of the plan, contextual monitoring of social, environmental and economic change has been included i.e. a regular review of baseline conditions in the borough. This enables the measurement of the overall effects of the plan.

There are numerous SA indicators available and it is not always possible to identify how a specific plan has impacted a receptor, for example housing provision is likely to be influenced by a number of actions and different plans. A thorough analysis of the data collated and the emerging trends will, therefore be important.

A fundamental aspect of developing the monitoring strategy is to link with existing monitoring

programmes and to prevent duplication of other monitoring work that is already being undertaken. Consideration has, therefore, been given to the Performance Monitoring Framework that will be used to monitor delivery of the plan policies.

## 9.3 Proposed Monitoring Framework

Table 9-1 provides a framework for monitoring the effects of the plan and determining whether the predicted sustainability effects are realised. The framework is structured using the SA Objectives and includes the following elements:

- The potentially significant impact that needs to be monitored or the area of uncertainty;
- A suitable monitoring indicator with a potential source for the data identified and
- A target (where one has been devised).

The impacts predicted in the SA will not be realised until development occurs. The monitoring framework presented in Table 9-1 can then be updated to include targets as and when they are developed.

Table 9-1 Outline Monitoring Framework

| SA Objective  | Effect to be Monitored  | Indicators  | Targets (to be refined and developed further once the Plan is adopted)   | Potential Data Sources  |
|---|---|---|--|---|
| Reduce crime, disorder and fear of crime                                  | <p>Effect of plan on contributing to a reduction in crime levels.</p> <p>Number of new developments incorporating Secure by Design Principles</p>   | <p>Number and distribution of wards with LSOAs in the bottom 30% most deprived for crime deprivation.</p> <p>Crime rates per 1,000 of the population for key offences.</p> <p>Percentage of males/females feeling 'fairly' or 'very' unsafe after dark</p> <p>Potential future monitoring indicators:</p> <p>Number of new development actively incorporating Secured by Design principles.</p> <p>Number of new initiatives implemented to tackle anti-social behaviour.</p> | <p>Reduce the number of crimes per 1000 population</p> <p>Reduce the number of wards with LSOAs in the bottom 30% most deprived.</p> <p>Reduce incidences of violent crime</p> <p>No specific target for reducing fear of crime although overall target should be to reduce fear of crime.</p> | <p>Index of Multiple Deprivation</p> <p>Community Safety Plan</p> <p>The Corporate Plan</p> |
| Improve levels of educational attainment and encourage lifelong learning  | <p>Effect of plan on ensuring access to educational opportunities</p> <p>Ensuring that sufficient primary and secondary school capacity is available to accommodate new residents</p>                       | <p>Number and distribution of wards with LSOAs in the bottom 30% nationally for education, skills and training deprivation</p> <p>Location and number of school places available</p>  | <p>Ensure sufficient school places are available to meet the needs of new development</p>  | <p>Index of Multiple Deprivation</p> <p>Lancashire County Council</p>                       |
| Improve physical and mental health for all and reduce health inequalities | <p>Monitor levels of health and well-being across the borough. The implementation of the plan policies has the potential to improve the green infrastructure network, improve accessibility and provide</p> | <p>Percentage of resident population who consider themselves to be in good health</p> <p>Number of wards with LSOAs in the bottom 30% most deprived for health deprivation</p>  | <p>Reduce the number of wards with LSOAs in the bottom 30% most deprived for health deprivation</p> <p>Ensure that there is at least</p>   | <p>Index of Multiple Deprivation</p> <p>Office of National Statistics</p>                   |



| SA Objective   | Effect to be Monitored   | Indicators  | Targets (to be refined and developed further once the Plan is adopted)   | Potential Data Sources                                |
|--|--|---|--|---|
|  | <p>opportunities for residents to pursue healthy lifestyles.</p> <p>Conversely there may also be risk of loss of areas of open space as a result of new development and increased pressure on health services.</p>   | <p>Amount of new residential development within 1km of 5 basic services (GP, Food Store, Primary School, Bus Stop and Post Office)</p> <p>GPs per 1,000 population</p> <p>Public open space per 1,000 population<br/>New public space delivered annually<br/>Children's playspace delivered annually<br/>Distribution of sports facilities<br/>Cycle route length and integration/connectivity across settlements</p> <p>Number of Health Impact Assessments for major planning applications on strategic sites and locations, with outcomes implemented.</p> | <p>one 20 hectare natural green space site within 2km of people's homes</p>  | <p>Planning Team Performance Monitoring Framework</p> |
| <p>Ensure that housing provision meets all needs</p> | <p>Monitor the type, tenure, density and affordability of the housing that is delivered across the borough as a result of the application of the policies.</p> <p>Environmental and sustainable construction standards achieved in new housing development should also be monitored.</p> | <p>Net additional dwellings completed Dwelling stock by type and tenure<br/>Number of affordable homes built</p> <p>Number and location of wards with LSOAs in the bottom 30% nationally for Living Environment deprivation</p> <p>Percentage of unfit and vacant dwellings<br/>Provision for all ages</p>  | <p>Annual dwelling completions against requirement target of 370 per annum.</p> <p>Number of market housing schemes of 10 or more homes that provide 30% affordable homes</p> <p>Decrease number of unfit and vacant dwellings</p> <p>Reduce number of wards with LSOAs in bottom 30% for living environment</p> | <p>Planning Team Performance Monitoring Framework</p> |

| SA Objective   | Effect to be Monitored  | Indicators   | Targets (to be refined and developed further once the Plan is adopted)  | Potential Data Sources  |
|--|---|--|---|---|
|  |   |  | deprivation<br><br>Number of homes within developments of 20 or more designed to specifically accommodate the elderly   |   |
| Protect and enhance community spirit and cohesion  | New development, particularly larger sites may have impacts on community spirit and cohesion  | Percentage of residents who think that for their local area, over the past three years, that community activities have got better or stayed the same   | May be appropriate to set a target for the satisfaction of local people to influence decision-making.   | N/A   |
| Improve sustainable access to basic goods, services and amenities for all groups                 | Effects of the plan on service provision and accessibility of key services for the population across the borough.   | Number of LSOAs in the bottom 30% most deprived for barriers to housing and services provision.<br><br>Percentage of new dwellings built within 400m of a bus stop or 800m of a railway station.<br><br>Amount of new residential development within 1km of 5 basic services<br><br>Length of Public Rights of Way | Reduce number of wards with LSOAs in bottom 30% for barriers to housing and services provision<br><br>Increase the percentage of areas in Fylde that are within 15 to 30 minutes by public transport of at least four key services. | Planning Team Performance Monitoring Framework<br><br>Index of Multiple Deprivation |
| Encourage sustainable economic growth and business development<br><br>Promote economic inclusion | Amount of new employment development that occurs across the borough, the type of jobs created and the accessibility of the jobs to key population centres.<br><br>Amount of development of the rural economy of the district. | Location of key industries and major employers.<br><br>Economic activity rate<br><br>Employment by sector and occupation<br>Availability of employment land<br>Number of wards with LSOAs in bottom 30% most deprived for employment deprivation and income deprivation  | Cumulative take-up of land for employment development to plan period requirement of 56.3ha.<br><br>To reduce number of wards with LSOAs in the bottom 30% for employment and income deprivation.<br><br>Recommend that targets      | Planning Team Performance Monitoring Framework<br><br>Index of Multiple Deprivation |

| SA Objective   | Effect to be Monitored  | Indicators   | Targets (to be refined and developed further once the Plan is adopted)  | Potential Data Sources   |
|--|---|--|---|--|
|  |   | Percentage of working age population claiming jobseekers allowance<br><br>Employment land take-up  | are developed once the plan is adopted.   |  |
| Deliver urban renaissance  | Impact that the plan has upon creating sustainable communities' across the borough where people want to live and work.  | Indicators proposed for other objectives should be monitored as they all make a contribution to the achievement of this SA Objective.  | NA  | NA   |
| Protect and enhance biodiversity and geodiversity  | Monitor effects of new development on biodiversity assets across the borough. Opportunity for new features to be provide as part of new development e.g. wetlands, landscaping etc. | Number and distribution of designated sites including SAC, SPA, Ramsar sites, SSSI, NNR, LNR) and BHS – monitor change in area of the sites<br><br>Condition of SSSIs (percentage in favourable condition)<br><br>Number of BHSs under Active Management.<br><br>Area of habitat created<br><br>Areas of woodland, including ancient woodland<br><br>Woodland/farmland bird populations Access to greenspace | Maintain and improve condition of designated sites<br><br>Increase area of habitat provided across the district<br><br>No net loss of biodiversity<br><br>No loss of ancient woodland as a result of new development<br><br>Box and harrison Nature Conservation Area standard (1ha per 1,000 population)<br><br>Ensure that there is at least one 20 hectare natural green space site within 2km of people's homes | Lancashire BAP<br><br>Planning Team Performance Monitoring Framework<br><br>Natural England<br><br>Lancashire County Council |
| Protect and enhance landscape and townscape character and quality and protect tranquillity | Effect of new development on the borough's landscapes and townscapes.<br><br>Integration of new development into  | Contextual information based upon landscape and townscape character assessments<br><br>Amount of sport, recreation and informal  | No net loss of sport, recreation and informal open space to other uses (without appropriate mitigation).  | Planning Team Performance Monitoring Framework   |

| SA Objective  | Effect to be Monitored  | Indicators   | Targets (to be refined and developed further once the Plan is adopted)  | Potential Data Sources   |
|---|---|--|---|--|
|   | the townscape/landscape<br><br>Positive contribution of new development to the green infrastructure network across the borough  | open space lost to other uses (without appropriate mitigation)<br><br>Landscape/townscape characterisation<br>Development on greenfield land<br>Some biodiversity indicators are also relevant in relation to greenspace access.   |   |  |
| Protect and enhance the cultural heritage resource  | Protection afforded to the borough's heritage assets through application of the plan's policies.  | Number and distribution of Listed Buildings, Scheduled Ancient Monuments (SAMs), Conservation Areas and Registered Parks and Gardens.<br><br>Number of heritage assets at risk<br><br>Development of a Built Heritage Strategy and Action Plan for Fylde, Conservation Area Character Appraisals and a Local List of Heritage Assets<br><br>Consider developing an indicator to monitor the extent to which new development has an adverse effect on the setting of heritage assets. | Reduce number of heritage assets at risk<br><br>Produce all documentation outlined in the plan by 2020.   | Planning Team<br>Performance Monitoring Framework<br><br>Historic England<br><br>Fylde Council<br>Conservation Team                          |
| Protect and enhance the quality of water features and resources and reduce the risk of flooding | Monitor the effect of new development on flood risk, the number of new developments that include SuDS and the effects of new development on water quality across the borough. | Percentage of rivers with good/fair chemical and biological water quality<br><br>Number of planning applications granted permission contrary to Environment Agency advice regarding flooding.<br><br>Bathing water quality<br><br>Number of water meters and water recycling   | Prevent deterioration of the status of all surface water and groundwater bodies<br><br>Protect, enhance and restore all bodies of surface water and groundwater with the aim of achieving Good Status for surface water and groundwater by 2015 | Water Framework Directive<br><br>Bathing Waters Directive<br><br>Environment Agency<br><br>Planning Team<br>Performance Monitoring Framework |

| SA Objective                                     | Effect to be Monitored   | Indicators   | Targets (to be refined and developed further once the Plan is adopted)  | Potential Data Sources   |
|--|--|--|---|--|
|  |  | measures installed within new developments.  | To meet EU bathing water standards<br><br>No planning permissions to be granted contrary to EA advice on flooding               |  |
| Limit and adapt to the impacts of climate change | Effects of the development plan on ensuring energy efficiency in new developments and achievement of sustainable construction standards in new developments. | Local rail and bus patronage<br>Cycle route length<br>Population within 400m of a bus stop on a quality bus route  | Targets to be developed   | Planning Team<br>Performance Monitoring Framework<br><br>Lancashire County Council |
|  | Effects on reducing travel and promoting use of public transport   | New dwellings within 0.5km of the district cycle path network<br><br>Indicators used to monitor the implementation of the Local Transport Plan may also be relevant<br><br>Number of Sustainability Statements accompanying major planning applications, with objectives implemented.<br><br>Improvements to South Fylde Line and provision of Park and Ride at Kirkham and Wesham station |   |  |
| Protect and improve air quality                  | Effect of the plan and new development on air quality across the borough.  | Number and distribution of Air Quality Management Areas (AQMAs).<br><br>Local air quality monitoring results for nitrogen and particulates   | No new AQMAs to be designated in the District.<br><br>Achievement of UK Air Quality Strategy objectives for specific pollutants | UK Air Quality Strategy<br><br>Fylde Council Environmental Protection team.        |
| Ensure the sustainable use of natural            | Effects of the plan on waste management are likely to be limited   | Implementation of kerbside recycling schemes   | Increase use of secondary and recycled materials in   | Lancashire County Council  |

| SA Objective | Effect to be Monitored  | Indicators   | Targets (to be refined and developed further once the Plan is adopted) | Potential Data Sources |
|--------------|---|--|--|------------------------|
| resources    | <p>but number of recycling schemes implemented as part of new development and use of recycled and secondary materials in construction projects could be monitored.</p> <p>Potential loss of mineral resources as a result of development.</p> | <p>Percentage use of secondary and recycled materials in construction of new developments</p> <hr/> <p>Impact of new development on Mineral Safeguarding Areas and number of appropriate surveys taken prior to development.</p> | construction for new developments.                                     |                        |

## 10 Next Steps

This SA Report will now be issued for consultation alongside the Publication Version of the Local Plan to all key stakeholders (including statutory consultees and the public) for comment. Following the close of the consultation period, Fylde Council will review the feedback and revise the plan as appropriate for Submission to the Secretary of State.

If you would like to comment on the SA, please contact:

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