



# Fylde Local Plan to 2032: Revised Preferred Option

## 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

**Author** Kate Burrows / Mwale Mutale

*M. Mutale Rob Ernie*

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**Checker** Sarah Tooby

*S. Tooby*

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**Approver** David Hurd

*D. Hurd*

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Appendix G: Policy Appraisal Matrices, including Strategic Sites Assessments (2015)

Appendix H: Non-Strategic Sites Assessments (2015)

# 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 – Revised Preferred Option. This follows earlier consultation on the 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 Revised Preferred Option Local Plan preparation process, a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) has been undertaken. This follows on from a similar assessment of the Preferred Option in 2013. The term SA shall be 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. Following this an SA Scoping Report was prepared in 2006, which was also consulted upon. 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 consultation in May 2011.

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>1</sup> in 2013, which formed an important part of developing the Preferred Options. The development of the Local Plan through examination of the realistic alternatives is documented in this SA Report.

A further iteration of the SA Scoping Report, including an update to the baseline information and assessment framework, was undertaken in July 2015. Consultation responses as a result of the SA process to date have been integrated into this report and are documented in Appendix E.

## 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 had a population of 76,100 in 2011.

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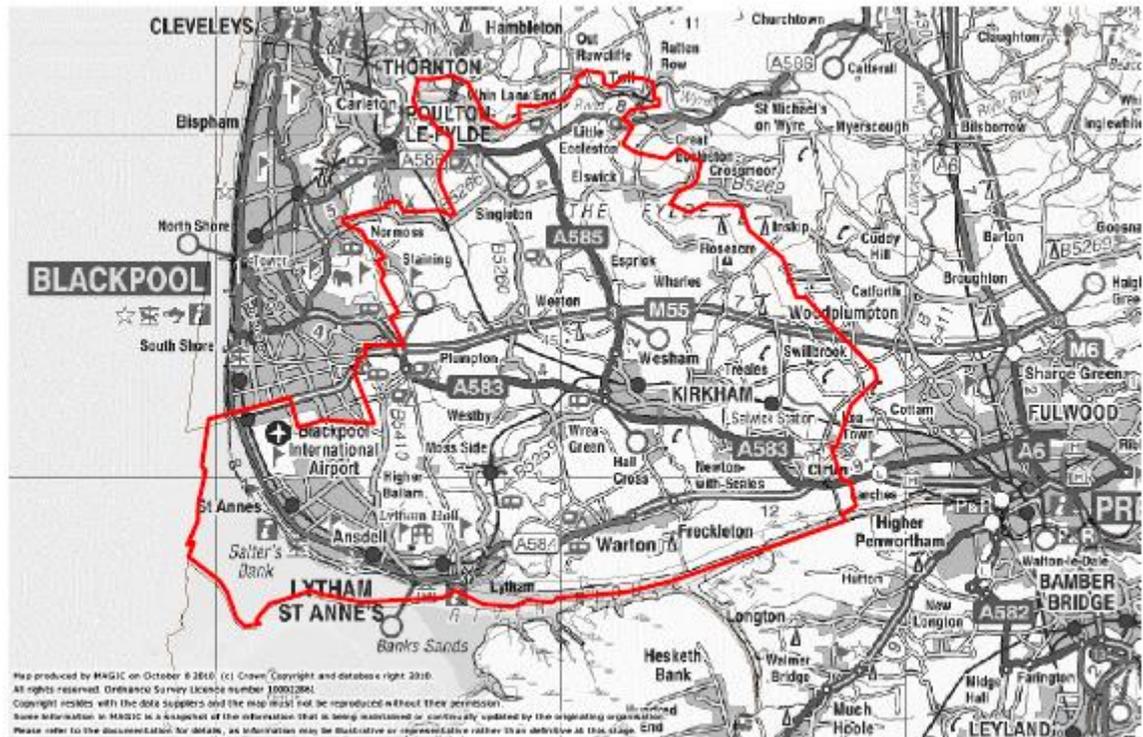
<sup>1</sup> Hyder Consulting (UK) Limited (2012) Strategic Environmental Assessment and Sustainability Appraisal, Interim SA Report – Plan Options

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 resort 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 / Freckleton, lying further east, and Kirkham / 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. The Planning and Compulsory Purchase Act 2004 requires all Core Strategies to be subject to SA and the Fylde Local Plan 2032 – Revised Preferred Option replaces the initial work undertaken on the Core Strategy. The Planning and Compulsory Purchase Act stipulates that the SA must comply with the requirements of the SEA Directive<sup>2</sup>, which was transposed directly into UK law through the SEA Regulations<sup>3</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>4</sup> published by the Department for Communities and Local Government (CLG) promotes a combined process (i.e. a process which assesses social, economic and environmental effects) and this is the approach that has been adopted here. 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 combined SA and SEA for the Local Plan. The combined SEA and SA is referred to as SA throughout the remaining sections of this SA Report. This SA Report includes a series of boxes which clearly identify the specific requirements of the SEA Directive that need to be fulfilled.

## 1.3 Structure of this SA Report

This SA Report provides a summary of the SA process so far and documents the findings and recommendations of the assessment. It will be used as a consultation document and issued to statutory bodies and stakeholders for comment alongside the Revised Preferred Options Local Plan. It will also be made available to the public.

**It is essential this SA Report is read in conjunction with the Fylde Local Plan to 2032: Revised Preferred Option.**

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.

<sup>2</sup> Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, June 2001

<sup>3</sup> S.I. 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations, 2004

<sup>4</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
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.
The Local Plan	Provides an overview of Revised Preferred Options Local Plan.
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 SA Framework, an internal compatibility assessment of the SA Objectives and the methodology used for the SA.
Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on the Scope	Summarises the results from the Stage A of the SA Process, including development of the SA Framework.
Stage B: Developing and Refining Options and Assessing Effects	Summarises the Stage B processes of the SA.
Appraisal of the Alternative Options (2012)	Summarises the appraisal of the 2012 alternative plan options.
Appraisal of the Vision and Objectives (2013 and 2015)	Summarises the appraisal of the 2015 Local Plan Appraisal of the Vision and Objectives (2013 and 2015), in comparison to the 2013 Local Plan Preferred Option.
Appraisal of Local Plan Policies and Strategic Locations for Development (2013 and 2015)	Summarises the results of the SA of the Revised Preferred Options Local Plan.
Appraisal of Non-Strategic Sites (2015)	Summarises to results of the appraisal of the non-strategic sites for the Local Plan Revised Preferred Option.
Cumulative Effects	Summarises the predicted cumulative effects of the plan.
Monitoring Framework	Provides a framework for monitoring the significant effects of the plan.
Next Steps	Outlines the next stages of the SA process and provides details of how to comment on the report.
Appendix A	Review of Plans Programmes and Environmental Protection Objectives
Appendix B	Baseline Data
Appendix C	Strategic Spatial Options Assessment (2015)

Report Section	Outline of Contents
Appendix D	Detailed Assessment of Local Plan Preferred Option (2015)
Appendix E	Consultation Responses to Scoping Report 2015
Appendix F	Policy Changes between 2013 Preferred Option and 2015 Revised Preferred Option
Appendix G	Policy Appraisal Matrices, including Strategic Sites Assessments (2015)
Appendix H	Non-Strategic Sites Assessments (2015)

## 1.4 Previous Consultation

Pre-scoping consultation was undertaken with statutory consultees (English Nature, the Countryside Agency<sup>5</sup>, English Heritage<sup>6</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>7</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 to the Scoping Report were incorporated into this Report. This 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, which had meant changes to the planning system, as well as potential changes to local sustainability issues. The updated SA Scoping Report sought to re-define the scope of the SA, taking into regard the Interim SA Report from May 2012. Comments received on the 2015 Scoping Report have been reflected in this SA Report and are documented in Appendix E.

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<sup>5</sup> The Countryside Agency and English Nature are now known as Natural England.

<sup>6</sup> English Heritage is now known as Historic England.

<sup>7</sup> Hyder ref: 001-NHR-NH50944-02

## 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 Revised Preferred Options 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;
- Updated Statement of Community Involvement, to be adopted Spring 2016;
- 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.

## 2.2.1 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 is iterative, with regular feedback occurring between the plan-makers and the SA team as plan options and policies are developed.

## 2.3 Assessment Methodology

The appraisal will be 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. This will enable significant effects to be identified:

- 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.
- Cumulative and synergistic effects.

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

Tables 2-1 and 2-2 provide an explanation of the notation to be used on the assessment matrices.

**Table 2-1 - 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 2-2 – Notation used to identify types of effects**

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

# 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		Section of the Report (where applicable)	Application to the Fylde’s Preferred Options Local Plan to 2030: Part 1
<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	<p>The environment report should provide information on:</p> <p><i>“the relationship (of the plan or programme) with other relevant plans and programmes”</i> (Annex 1(a))</p> <p><i>“the environmental protection objectives, established at international (European) 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”</i> (Annex 1(e))</p>	Chapter 4 and Appendix A	<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.</p> <p>During this stage the scope of the SA was defined.</p>
A2: Collecting baseline information	<p>The environment report should provide information on:</p> <p><i>“relevant aspects of the current state of the environment and the likely evolution thereof without its implementation of the plan or programme”</i> and, <i>“the environmental characteristics of the areas likely to be significantly affected”</i> (Annex 1(b), (c))</p>	Chapter 4 and Appendix B	
A3: Identifying sustainability issues and problems	<p><i>“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</i></p>	Chapter 4	

SA Stage		Section of the Report (where applicable)	Application to the Fylde's Preferred Options Local Plan to 2030: Part 1
	<i>Directives 79/409/EEC and 92/43/EEC</i> (Annex 1 (c))		
A4: Developing the SA Framework	N/A	Chapter 4	
A5: Consulting on the scope of the SA	<i>The authorities referred to in Article 6(3) shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report.(Article 5.4)</i>	Chapters 1 and 4	
<b>Stage B: Developing and Refining Options and Assessing Effects</b>			
B1: Testing the Plan objectives against the SA Framework	The environment report should consider <i>"reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme"</i> and give <i>"an outline of the reasons for selecting the alternatives dealt with"</i> (Article 5.1 and Annex I(h))	Chapters 7 to 10 Appendix C and Appendix D	Stage B of the SA process is linked to the overall production of the Local Plan to 2032 which includes the development of plan options and the selection of the revised preferred option.
B2: Developing the Plan Options			
B3: Predicting the effects of the Plan	In the environmental report, <i>"the likely significant effects on the environment of implementing the plan or programme ... and reasonable alternatives ... are [to be] identified, described and evaluated"</i> (Article 5.1)		There has been interaction between the plan-making and SA teams during this stage in the process which has enabled potential adverse effects of the Local Plan to be avoided / minimised and potential sustainability benefits maximised.
B4: Evaluating the effects of the Plan			
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	Annex I (g) states that it should also include <i>"measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme..."</i>		Stage B is the primary assessment stage of the SA process and is the main output of this report.
B6: Proposing measures to monitor the significant effects of implementing the Plan.	<i>The Environmental Report should provide information on "a description of the measures envisaged concerning monitoring"</i> (Annex I (i))		
<b>Stage C: Preparing the Sustainability Appraisal Report</b>			
C1: Preparing the SA Report	Article 5.1 contains the requirement for an environmental report to be produced where an assessment is required. The environmental report <i>"shall include the</i>	<b>This Report</b>	This SA Report has been produced in line with the requirements of the SEA Directive for producing an

SA Stage		Section of the Report (where applicable)	Application to the Fylde's Preferred Options Local Plan to 2030: Part 1
	<i>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..” (Article 5.2). Details of the information to be given in the Environmental Report are provided in Annex 1.</i>		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	Article 6 contains the requirements for the draft plan or programme and the environmental report to be made available to statutory authorities and the public. They should be given an <i>‘early and effective opportunity within time frames to express their opinions’</i> (Article 6.2).	Future stage	The SA Report and the Local Plan to 2032 will be consulted upon in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.
D2: Appraising significant changes resulting from representations	N/A	Future stage	Following the receipt of representations, the SA Report may need to be updated to reflect comments received. It will be essential for the SA Report and the Local Plan to remain consistent.
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	<i>“Member States shall monitor the significant environmental effects of the implementation of plans and programmes... in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action”</i> (Article 10.1)	Chapter 11 Monitoring will commence once the Local Plan has been adopted.	Monitoring undertaken for the SA process should feed into the Performance Monitoring Framework proposed for the Local Plan.
E2: Responding to adverse effects			

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

### 4.1.1 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 will consider the spatial extent of their likely impacts. In some cases this may be only local to the site in question, whereas in other cases the impacts of the allocation may 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.

### 4.1.2 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.

### 4.1.3 Review of Relevant Plans, Programmes and Environmental Objectives

#### Introduction

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

#### Box 1: SEA Directive Requirements for the Review of Plans Programmes and Environmental Protection Objectives

**The SEA Directive requires that the SEA covers:**

*‘an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmers’ (Annex 1 (a)).*

*‘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’ (Annex 1 (e))*

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 4-1. Further details are presented in Appendix A.

**Table 4-1** Review of Plans and Programmes

Level	Summary
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.  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.  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. 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 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.

## 4.2 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 A, 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.

## 4.2.1 The Sustainability Baseline and Key Sustainability Issues

### Introduction

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

#### Box 2: SEA Directive Requirements for Baseline Data Collation

The SEA Directive requires that the SEA covers:

*'the environmental characteristics of areas likely to be significantly affected' (Annex 1 (c))*

*'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' (Annex 1 (d)).*

### 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 Directive 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 B 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 Directive requires '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 aims 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, as Fylde is a net importer of employees, as opposed to Wyre which is a net exporter of employees.
- The Council should continue to monitor and support the new Lancashire Enterprise Zone at BAE Systems at Warton. A further Enterprise Zone is proposed 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 10 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 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 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 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 is no longer an International Airport and an Enterprise Zone is proposed 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.

## 4.3 SA Framework

### 4.3.1 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 Directive does 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.

### 4.3.2 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 and the key issue and opportunities. The objectives have been assessed for their internal compatibility and no significant issues have been identified.

Table 4-2 presents the proposed SA Objectives, indicators and targets that will be 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.

Targets and indicators included in Table 4-2 will need to be reviewed throughout the SA process to take account of updates and the development of new, more challenging targets.

The SA Framework was amended following receipt of the Scoping Report consultation responses from statutory consultees in 2012 and 2015. 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'.

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). Detail of how the comments from the 2015 assessment have been integrated into the SA can be found in Appendix E.

Table 4-2 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><i>Reduce levels of crime</i></p> <p><i>Reduce the fear of crime</i></p> <p><i>Reduce levels of anti-social behaviour</i></p> <p><i>Reduce alcohol and drug misuse</i></p> <p><i>Encourage security by design</i></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><i>Increase levels of participation and attainment in education for all members of society.</i></p> <p><i>Improve the provision of education and training facilities.</i></p> <p><i>Improve access to and involvement in lifelong learning opportunities.</i></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>

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
<b>3. Improve physical and mental health for all and reduce health inequalities</b>		
<p><i>Reduce health inequalities amongst different groups in the community</i></p> <p><i>Improve access to health and social care services</i></p> <p><i>Promote healthy lifestyles</i></p> <p><i>Encourage the development of strong and cohesive communities</i></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 good health</p> <p>Percentage of working-age population with a long-term limiting illness</p> <p>Life expectancy at birth</p> <p>Standardised mortality ratios</p> <p>Percentage of patients able to be offered a routine appointment to see a general Practitioner (GP) within 2 working days</p> <p>Percentage of people participating in regular sports or exercise</p> <p>Conceptions per 1,000 women aged 15 – 17</p>	<p>Reduce number of wards with LSOAs in bottom 30% for health and disability deprivation</p> <p>To increase resident population with good health year on year by 1%</p> <p>To increase life expectancy year on year</p>
<b>4. Ensure that housing provision meets all needs</b>		
<p><i>Ensure that there is sufficient housing to meet identified needs in all areas</i></p> <p><i>Ensure that housing meets acceptable standards</i></p> <p><i>Increase the availability of affordable housing</i></p>	<p>Dwelling stock by type and tenure</p> <p>Average house prices</p> <p>Affordability ratio</p> <p>Affordable housing completions</p> <p>Percentage of unfit dwellings</p> <p>Percentage of vacant dwellings</p> <p>Number and location of wards with LSOAs in the bottom 30% nationally for Living Environment Deprivation</p> <p>Number of households presented as homeless</p>	<p>Maintain a 5-year supply of land for housing development and gypsy, traveller and travelling showpeople.</p> <p>Deliver 370 net additional dwellings per annum</p> <p>To deliver 7700 dwellings over the plan period</p> <p>Decrease the number of unfit dwellings</p> <p>The number of market housing schemes of 10 or more homes that provide 30% affordable homes</p> <p>To achieve at least 92% satisfaction with Fylde as a place to live</p>
<b>5. Protect and enhance community spirit and cohesion</b>		
<p><i>Develop opportunities for community involvement</i></p> <p><i>Improve relations between all social groups</i></p>	<p>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.</p>	<p>There are no particular targets for this SA Objective.</p> <p>It may be appropriate to set a target for the satisfaction of local people and stakeholders with their ability to influence decision-making.</p>

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
<b>6. Improve sustainable access to basic goods, services and amenities for all groups</b>		
<p><i>Ensure that public transport services meet people's needs</i></p> <p><i>Ensure that highways infrastructure meets people's needs (including walking and cycling routes)</i></p> <p><i>Promote the use of sustainable travel modes and reduce dependence on the private car</i></p> <p><i>Improve access to cultural and recreational facilities</i></p> <p><i>Maintain and improve access to essential services and facilities, including in rural areas</i></p> <p><i>Improve access to open space</i></p> <p><i>Improve public access to good quality rights of way network</i></p> <p><i>Promote the development of multi-functional green infrastructure in urban areas</i></p>	<p>Journey to work by mode</p> <p>Public transport usage</p> <p>% 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.</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>Increase the percentage of areas in Lancashire that are within 15 to 30 minutes by public transport of at least four key services</p> <p>Increased use of leisure and cultural facilities.</p> <p>An increase in capacity/quality and availability of pitch provision to meet an additional 0.74 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><i>Diversify the employment opportunities</i></p> <p><i>Increase employment opportunities</i></p> <p><i>Encourage economic growth</i></p> <p><i>Encourage new business formation</i></p> <p><i>Improve access to employment land</i></p> <p><i>Encourage sustainable tourism</i></p> <p><i>Encourage sustainable farm diversification</i></p>	<p>Location of key industries and major employers</p> <p>Economic activity rate</p> <p>Employment by sector and broad socio-economic group</p> <p>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</p> <p>Gross Value Added (GVA) per capita for key sectors</p> <p>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>

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
	Number of farm businesses assisted through diversification support Number of organic farms registered	
<b>8. Promote economic inclusion</b>		
<i>Reduce levels of unemployment in areas most at need</i> <i>Improve accessibility to employment opportunities for those most at need</i>	Percentage of working age population claiming job-seekers' allowance Economic activity rate Number of wards with LSOAs in bottom 30% nationally for income deprivation Number of wards with LSOAs in bottom 30% nationally for employment deprivation	Reduce the level of working age people claiming out of work benefits To have less than 5% unemployment in the borough
<b>9. Deliver urban renaissance</b>		
<i>Improve the vitality and vibrancy of town centres</i> <i>Improve access within urban areas by sustainable means</i> <i>Promote adjacency of employment, recreation and residential areas in urban areas</i> <i>Support the preservation and / or development of a high quality built environment</i> <i>Promote the development of multi-functional green infrastructure in urban areas</i> <i>Enhance the reputation of urban areas as places to live, work and visit</i>	Peak Zone A rental data £/m2 (Zone A rental is a measure of town centre vitality and viability) Contextual indicators	Reduce proportion of unclean streets Achieve >75% satisfaction with shopping facilities Improve the retail offer within St. Annes To achieve at least 90% satisfaction from employees with Fylde as a place to work
<b>10. Protect and enhance biodiversity and geodiversity</b>		
<i>Protect and enhance designated sites of nature conservation importance and geodiversity</i> <i>Recognise the role of biodiversity as part of the wider range of ecosystem services</i>	Extent and condition of selected habitats Extent and condition of protected sites Number of designated sites in land management schemes Status of priority species	Achievement of favourable conservation status for all European-designated sites Fylde Council-managed SSSIs to be in 'Favourable' or 'Unfavourable - recovering' status Reverse decline in farmland birds

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
<p><i>Protect and enhance wildlife especially rare and protected species</i></p> <p><i>Protect and enhance habitats and wildlife corridors</i></p> <p><i>Provide opportunities for people to access wildlife and open green spaces</i></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>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><i>Protect and enhance character and quality</i></p> <p><i>Minimise noise pollution</i></p> <p><i>Minimise light pollution</i></p> <p><i>Promote sensitive design in development</i></p>	<p>Contextual information based upon landscape character assessments</p>	<p>Increase the area of woodland</p>
<b>12. Conserve and enhance the historic environment, heritage assets and their setting</b>		
<p><i>Protect and enhance historic buildings and archaeological sites and their setting</i></p> <p><i>Protect and enhance historic landscape value and its setting</i></p> <p><i>Protect and enhance undesignated heritage assets and their setting</i></p> <p><i>Protect and enhance townscape character and quality</i></p>	<p>Number, distribution and quality of Scheduled Monuments, listed buildings, Conservation Areas and Registered Parks and Gardens</p> <p>Number of heritage assets on Historic England's 'at risk' register</p> <p>Number of historic buildings repaired and brought back into use</p> <p>% of local authority area covered by historic characterisation studies</p> <p>Number and distribution of undesignated heritage assets</p> <p>Number and distribution of locally listed heritage assets</p> <p>Number, location, size and character of Conservation Areas</p> <p>% of Conservation Areas with an up-to-date character appraisal and management plan</p>	<p>No net loss of heritage assets, networks or settings</p> <p>No increase in the number of heritage assets considered to be 'at risk'</p> <p>No Grade I or II* buildings to be lost</p> <p>Increase in the recognition of assets as having heritage importance</p>

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
	Number of development projects that enhance the significance of historic assets or historic landscape character Number of development projects that detract from the significance of heritage assets or historic landscape character % planning applications where archaeological investigations were required prior to approval/are required as part of pre-commencement conditions as part of planning approvals	
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>		
<i>Encourage sustainable use of water resources</i> <i>Protect and enhance ground and surface water quality</i> <i>Protect and improve the quality of bathing waters</i> <i>Maintain and improve the quality of groundwater</i> <i>Protect and enhance coastal water quality</i> <i>Reduce and manage flooding</i> <i>Encourage the inclusion of flood mitigation measures</i>	WFD status / predicted status of the borough's rivers and groundwater bodies Compliance with Bathing Water Directive 2006 Areas at risk of flooding Number of planning applications permitted contrary to EA advice on flooding Number of developments/initiatives incorporating SUDS Number of developments incorporating the principles of water sensitive design	Achievement of WFD predicted status for watercourses Water consumption to reduce to 130l per person per day by 2030 To achieve compliance with Bathing Directive Guideline Standards at all monitoring points To achieve or improve upon the physical, chemical and microbiological requirements of the Shellfish Waters Directive
<b>14. Limit and adapt to the impacts of climate change</b>		
<i>Reduce greenhouse gas emissions</i> <i>Reduce the demand for energy and increase energy efficiency</i> <i>Increase the use of renewable energy</i> <i>Reduce CO<sub>2</sub> emissions from the transport sector</i>	Total CO <sub>2</sub> emissions per year Annual average gas and electricity consumption in the domestic and commercial / industrial sectors Percentage of energy from renewable sources Number and location of applications for renewable/low carbon energy developments Journey to work by mode Public transport usage	Promotion of domestic energy efficiency and micro-generation No planning applications permitted contrary to the Environment Agency advice on flooding Reduce per capita CO <sub>2</sub> emissions Cut domestic CO <sub>2</sub> levels To improve energy efficiency in the business sector

SA Objective and Guide Questions	Indicators	Targets (time constrained where indicated)
<b>15. Protect and improve air quality</b>		
<i>Protect and improve local air quality</i>	Number of Air Quality Management Areas (AQMAs) 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>		
<i>Reduce the demand for raw materials</i> <i>Promote the use of recycled and secondary materials in construction</i> <i>Reduce the amount of derelict and vacant land</i> <i>Ensure that contaminated land will be guarded against</i> <i>Encourage development of brownfield land where appropriate</i> <i>Maintain and enhance soil quality</i> <i>Increase the proportion of waste recycling and re-use</i> <i>Reduce the production of waste</i> <i>Reduce the proportion of waste landfilled</i>	Quantity of secondary and recycled materials used in construction Sales of secondary and recycled aggregates and totals of these aggregates as a percentage of all aggregates Percentage of land stock derelict, vacant and contaminated Percentage of new homes built on brownfield sites Amount of household waste collected Percentage of household waste recycled and composted Percentage of household waste landfilled	Zero growth in the generation of waste streams Recycle 55% of all commercial and industrial wastes by 2020 Recycle and compost 56% of all waste by 2015, increasing to 61% by 2020 Recover 81% of all waste by 2015 and 88% by 2020 To achieve and maintain at least 90% of households on wheeled bin collection services To achieve a household recycling rate of at least 47%

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

### 5.1.1 Alternatives

As identified in Box 3, the SEA Directive requires that the assessment process considers alternatives:

#### Box 3: Consideration of Alternatives

*'..an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated' (2001/42/EC) (Article 5.1).*

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.

### 5.1.2 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 7. Recommendations were made to offset or alleviate any adverse impacts that were predicted, or to enhance any opportunities that were identified.

### 5.1.3 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 of the 2013 Preferred Option, using a simple matrix based approach. Chapter 7 presents the complete compatibility of the Spatial Objectives against the SA Objectives. The Local Plan Revised Preferred Option (2015) includes revised Objectives. These have been reviewed in Chapter 7 as part of this iteration of the SA.

### 5.1.4 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 in Chapter 2 and Appendix D. 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 6. The complete results of the assessment are presented in Appendix C.

A summary of the assessment of the Spatial Development Framework and Strategic Locations for Development from the Preferred Option (2013) and Revised Preferred Option (2015) is provided in Chapter 8. The complete results of the assessment are presented in Appendix D (2013 Preferred Option Assessments) and Appendix G (2015 Revised Preferred Option Assessments).

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

The General Development Policies and 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 have been assessed in a single matrix.

The assessment notations used in the assessment, together with their definition (i.e. how a positive score was assigned) are presented in Chapter 2 and Appendix D. 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 8. The complete results of the assessment are presented in Appendix D (2013 Preferred Option Assessments) and Appendix G (2015 Revised Preferred Option Assessments).

### 5.1.6 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 9.

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 9 and Appendix H.

### 5.1.7 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.

### 5.1.8 Appraisal of Cumulative and Synergistic Effects

The SEA Directive requires, *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*” (Annex I). 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 10.

### 5.1.9 Appraisal of Transboundary Effects

The SEA Directive requires 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.

### 5.1.10 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.

## 6 Appraisal of the Alternative Options (2012)

### 6.1 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 Table 6-1.

- 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

#### 6.1.1 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 Directive 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.

### 6.2 Summary and Recommendations

The assessment matrices are presented in Appendix C. 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 6-3 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	(+)/-	+/-	+/-	-	+/(-)	+/-

## 6.3 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.

# 7 Appraisal of the Vision and Objectives (2013 and 2015)

## 7.1 Appraisal of the Vision for Fylde

The Local Plan to 2032 Vision is a statement of how Fylde Council would like to see the Borough by 2030. In February and March 2011 Fylde Council consulted the public on a draft Vision as part of their Issues, Vision and Objectives consultation. The draft Vision included a Borough-wide vision and individual visions for separate parts of the Borough. Fylde received a number of comments and produced a version of the Vision which includes minor additions, reflecting these comments received as well as updates to the evidence base. The Vision was appraised as part of the SA of the Local Plan Preferred Option (2013). The findings from 2013 have been reviewed for this iteration of the assessment.

### 7.1.1 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 unsympathetic 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 Boroughs local economy and explicitly addresses the need to diversify the employment and retain its young people.

## 7.2 Appraisal of the Strategic Objectives (2013 and 2015)

The Strategic Objectives for the Local Plan to 2032 set out how the Vision for Fylde can be achieved. They express the purpose of the Local Plan and what it aims to achieve. They embrace the aims and objectives of other key strategies important to Fylde. The Strategic Objectives were assessed in the SA Report documenting the assessment of the Preferred Option (2013). This assessment has subsequently been reviewed for the 2015 Revised Preferred Option iteration of the SA. Tracked changes (in purple underlined or ~~strikethrough~~) demonstrate how these objectives have revised in the Revised Preferred Option Local Plan (2015). It is noted that changes to punctuation and capitalisation have been updated, but have not been recorded as tracked changes. Further, following a review of the changes, it is considered that the changes aren't significant enough in SA terms to warrant changes to be made to the Compatibility Assessment. However, an overall review of the changes is included within this section, including a commentary on how the sustainability performance of the objectives may have changed as a result.

1. To create sustainable communities. All development will be located in sustainable locations in order to minimise the use of private transport and avoid areas at highest risk of flooding. New development will follow sustainable design principles and incorporate sustainable building practices by reducing carbon emissions, maximising water and waste efficiency and ensuring that they are resilient to the effects of climate change. Previously developed ~~sites~~ land will be used in preference to greenfield and the quality of the openness of the Green Belt will be maintained. Developer contributions will be used to mitigate the impacts

of development on the surrounding area ensure development is in line with the objectives of sustainable development.

A sustainable approach to housing will be taken. This will:

- Improve access for all to well-designed, good quality, affordable and resource efficient homes across the Borough.
- Meet the specific housing needs of all sections of the community (including affordable, special needs housing and the needs of Gypsies and Travellers) by providing the right housing dwelling type and mix to secure sustainable communities and to improve housing choice. In particular, to provide more homes suitable for families.
- Bring forward a ~~flexible and~~ responsive and deliverable supply of housing land and buildings in sustainable locations to meet housing requirements.
- Make the best use of previously developed land and buildings, subject to appropriate site investigation and remediation where required, to reduce the loss of greenfield land.

2. To maintain, improve and enhance the environment by:

- Protecting, restoring and enhancing the quality, character and distinctiveness of the biodiversity and landscape and countryside of Fylde ~~Borough~~.
- Expanding biodiversity resources, including improving habitat connectivity, particularly away from the coastal edge.
- Promoting the Green Infrastructure network throughout the urban and rural areas of Fylde.
- Improving access to the natural environment.
- ~~Protecting~~ Conserving and enhancing the built and historic environment and requiring new development to meet the highest quality urban design having regard to local identity and character.
- Minimising the risk of surface water flooding, coastal and pluvial flooding<sup>8</sup> and groundwater flooding, ~~both tidal and fluvial~~, to existing and new development and to agricultural land, and improving bathing water quality.
- Protecting significant areas of ~~the~~ best and most versatile agricultural land ~~and increasing UK food security~~.
- Protecting existing areas of Green Belt and proposed Areas of Separation. ~~It is not intended that there will be a strategic review of the Green Belt within Fylde during the plan period.~~
- Promoting ~~sustainable~~ renewable and low carbon energy, in order to reduce and mitigate carbon emissions.
- Supporting the Ribble Coast and Wetlands Regional Park Plan and the Coastal Strategy ~~for the Ribble Coast and Wetlands~~.
- Ensuring that infrastructure is available to enable new development, whilst protecting and enhancing the natural and built environment.
- Retaining the identity, character and setting of the rural settlements ~~villages~~.

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<sup>8</sup> Pluvial flooding occurs when an extremely heavy downpour of rain saturates the urban drainage system and the excess water cannot be absorbed.

- [Working with the Marine Management Organisation to ensure clean, healthy, safe, productive and biologically diverse seas.](#)
3. Making [To make](#) services accessible by:
- Taking an integrated approach to the location of development with improved accessibility to key facilities (by walking, cycling and public transport) in order to provide the opportunity for [a modal shift away from car use](#) ~~reduced reliance on the private car.~~
  - Reducing rural isolation and social exclusion through the protection and provision of public transport, key services and facilities such as local shops and doctors' surgeries. This may be linked to [the allocation of new housing development within and on the boundary of Tier 1 rural settlements.](#) ~~limited amounts of new housing in the rural villages.~~
  - ~~Improving~~ [Promoting](#) the South Fylde Rail Line and its Community Rail Partnership status, including improved [pedestrian](#) access [at Kirkham and Wesham Railway Station and improved access](#) to Blackpool International Airport; [supporting Cottam Parkway and the proposed new Preston Western Distributor Road, which will link to a new junction 2 of the M55 motorway and to support other projects identified in the Local Transport Plan \(LTP3\) and the Highways and Transport Masterplan \(s\).](#) ~~and supporting proposals for a link to a new junction 2 of the M55 motorway.~~
  - Facilitating appropriate development at Blackpool International Airport, [and ensuring the viable continuation of the airport for general aviation.](#)
  - Encouraging the [delivery improvement/construction](#) of the M55 [to Heyhouses \(St Annes\) Link Road and the M55 to Norcross Link Road \(the Blue Route\).](#)
  - Continuing the Council's involvement in key decisions seeking to [reduce traffic](#) ~~improve congestion on the A585 trunk road, particularly seeking to deliver the M55 to Norcross Link Road.~~
  - ~~Improving access and provision of Park and Ride and a pedestrian lift at Kirkham and Wesham Railway Station.~~
4. To diversify and grow the local economy by:
- Diversifying the Borough's economic base in order to reduce reliance on a small number of large employers.
  - Making provision for high quality and readily available sites in sustainable locations that will facilitate the growth of existing local firms and be attractive to new inward investment, including high technology uses.
  - Recognising the [international and national strategic](#) importance of the [Lancashire Enterprise Zone at BAE Systems, Warton and BAE Systems, Samlesbury](#) as a means of achieving economic growth and diversifying and protecting existing employment land [and industrial](#) premises, where appropriate.
  - [Recognising the role of the 'Preston and Lancashire City Deal' and its potential to significantly improve the economic and physical connectivity of strategic employment and housing sites in Fylde.](#)
  - Enhancing [vitality and viability of](#) town centres through the promotion of mixed uses and focussing on development that attracts a large number of people.
  - Developing a distinctive image of the Borough as a business location, based on existing assets such as BAE Systems [Warton Aerodrome, Lancashire Enterprise Zone at Warton and Whitehills Business Park](#) ~~and Blackpool International Airport~~, and developing a vibrant cultural and creative community that will drive economic growth,

attract inward investment, develop skills and innovation, create and sustain jobs and support regeneration.

- Maximising the potential of the visitor economy through the development of Developing a widely recognised image of the Borough as a quality regional tourism and visitor destination, based on existing assets such as the high quality hotels and the open coastline (including ~~the emerging Regional Park~~ and the championship golf courses, the emerging Ribble Coast and Wetlands Regional Park, and implementing the Coastal Strategy). ~~Maximising the potential of the Visitor Economy.~~
- Promoting the image of the classic seaside resort\* of ~~image/initiative for~~ St Annes, which builds upon the heritage assets including the Promenade Gardens and Ashton Gardens and the Pier; and the Victorian, Edwardian and Interwar architecture of the Conservation Areas.
- Promoting the continuing improvement of the vitality and viability of the town, district and local centres.
- Supporting and protecting agricultural and farming operations, and appropriate diversification as a key element of the local economy.
- Recognising the importance of Fylde's heritage assets and the contribution they make to the local economy through promoting opportunities for conservation and enhancement.

\*The term 'classic resort' refers to the concept of a hallmark for seaside resorts.

5. To develop socially cohesive, safe, diverse and healthy communities by:

- Engaging and empowering local communities to be involved in local matters that shape their areas.
- Ensuring that new development seeks to address pockets of deprivation.
- Increasing and enhancing open space, sport and recreation provision and the Green Infrastructure network throughout the Borough.
- Promoting good health and wellbeing by providing accessible high quality open space, sport and recreation facilities in association with new developments.
- Incorporating crime prevention measures into the design and layout of new development.
- Reducing urban isolation and rural exclusion through the promotion of appropriate tenure mixes in new developments and improved accessibility to key services and facilities.
- Promoting access to and support for lifelong learning opportunities and providing ~~adequate~~ sufficient-school places.
- Facilitating access to community facilities, including health and social infrastructure ~~facilities~~ and developing socially cohesive, diverse and healthy communities by investment in existing and the provision of new formal indoor and outdoor sports facilities across the Borough.

## 7.2.1 Results (2013 Preferred Option)

Table 7-1 presents the compatibility of the Local Plan to 2030: Part 1 Strategic Objectives against the SA Objectives.

Table 7-1 Compatibility of the SA Objectives and the 2013 Strategic Objectives

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
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	✓	✓

**Key**

✓ = Objectives are compatible

✗ = Objectives are potentially incompatible

0 = There is no link between objectives

? = The link between the objectives is uncertain

## 7.2.2 Summary of review of changes to the Objectives in the Revised Preferred Option (2015)

The changes to the Objectives largely provide clarity of the sustainability performance of the objectives. The changes within Strategic Objective 1 are concerned with minor amendments of

an editorial nature which include the addition and deletion of words however the nature and principle of the Strategic Objective remains unchanged. It is noted that the changes do not incorporate the recommendation from the 2013 Preferred Options SA Report to include reference to sustainable construction within the Strategic Objectives and the use of sustainable resources within Strategic Objective 1. This is due to a change in Government guidance, dated March 2015<sup>9</sup>.

Similarly within Strategic Objective 2 the changes mainly consist of minor editorial amendments which provide clarity. The additional text in relation to *'Protecting, restoring and enhancing the quality, character and distinctiveness of the biodiversity and landscape and countryside of Fylde'*, takes account of the suggested recommendation in the 2013 Preferred Options SA Report. The addition of a new bullet point draws emphasis to working with the Marine Management Organisation to ensure clean, healthy, safe, productive and biologically diverse seas which strengthens the Strategic Objective.

The changes in Strategic Objective 3 seek to highlight that the location of development with improved accessibility to key facilities will provide the opportunity for a modal shift away from car use which would fundamentally serve to actively encourage sustainable transport use. The Objective seeks to reduce rural isolation and social exclusion and the additional text states that this may be linked to the allocation of new housing development within and on the boundary of Tier 1 rural settlements. This additional text provides a key connection to how rural isolation and social inclusion might be reduced. The additional text provided in relation to improving pedestrian access at Kirkham and Wesham Railway Station and supporting Cottam Parkway and the proposed new Preston Western Distributor Road, which will link to a new junction 2 of the M55 motorway and to support other projects identified in the Local Transport Plan (LTP3) and the Highways and Transport Masterplan clarifies and strengthens the level of transport provision within Fylde. The additional text in relation to Blackpool Airport seeks to ensure the viable continuation of the airport for general aviation.

The changes to Strategic Objective 4 seek to highlight the international and national strategic importance of the Lancashire Enterprise Zone at BAE Systems, Warton and BAE Systems, Samlesbury. The addition of a new bullet point in relation to the recognising the role of the 'Preston and Lancashire City Deal' strengthens the Strategic Objective. Additional text also provides greater clarity of the Objective and seeks to maximise the potential of the visitor economy and to promote the image of the classic seaside resort of St Annes which builds upon the heritage assets including the Promenade Gardens and Ashton Gardens and the Pier; and the Victorian, Edwardian and Interwar architecture of the Conservation Areas. An additional paragraph also draws attention to recognising the importance of Fylde's heritage assets and the contribution they make to the local economy through promoting opportunities for conservation and enhancement.

The changes within Strategic Objectives 5 are concerned with minor amendments of an editorial nature which include the addition and deletion of words however the nature and principle of the Objective remains unchanged.

Following this review it is not considered that a reassessment of the compatibility of the SA Objectives against the Strategic Objectives is necessary and the changes to the Strategic Objectives largely strengthen already positive scores or result in no real change to the nature and principle of the Objective.

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<sup>9</sup> <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Commons/2015-03-25/HCWS488/>

## 8 Appraisal of Local Plan Policies and Strategic Locations for Development (2013 and 2015)

### 8.1 Assessment of Preferred Option (2013) and Revised Preferred Option (2015)

Changes made to the policies and strategic sites in the Fylde Local Plan between the 2013 (Preferred Option) and 2015 (Revised Preferred Option) are documented as tracked changes in Appendix F of this SA Report. For this reason, the policy wording of each particular policy has not been repeated in this Chapter. The detailed results of the SA of the 2013 Preferred Option are included within Appendix D, 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 Preferred Option (2013) and also provides a summary of the SA of the Revised Preferred Option (2015). Where possible, this section also demonstrates how the performance of the Local Plan has improved between iterations in terms of sustainability, as well as documenting the role that the SA played in this process. The assessments have been revised for the SA of the Revised Preferred Option (2015). Assessments of the Policies, including the Strategic Sites, are presented in Appendix G. Appendix D includes a summary of the assessment of reasonable alternative Strategic Sites that were rejected for inclusion in the Local Plan.

Non-strategic sites have also been assessed. These are assessed in Appendix H. A summary of this assessment is provided in Chapter 9 of this SA Report.

### 8.2 The Spatial Development Framework

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.1 of Appendix G 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

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

#### 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 serve their own communities and those in nearby rural settlements with basic services and are well placed to provide for future local housing and employment needs. Good access to services is essential if rural communities are to flourish.

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 7,700 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.

## Recommendations

In order to improve the sustainability performance of the policy, the following recommendations are suggested, for inclusion in the next iteration of the Local Plan:

- It is recommended that requirements for developments to adhere to Secured by Design principles be extended to all development – see recommendations for Policy GD7.

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

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policy includes the following strategic sites:

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
HSS1 - Queensway, St Annes (housing)	1,150	0.0 Ha	2015
HSS2 – Heyhouses Lane, St Annes	250	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
Total	1,520 homes	5.4 Ha	

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

### 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)

HSS1 is well located for the range of services and facilities that are provided in Lytham St. Annes. The creation of 1150 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2015. 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.

## Changes in the SA between the 2013 Preferred Option and 2015 Revised Preferred Option

The assessment of the strategic sites built upon the 2013 assessments of sites HSS2 (previously H4) and site HSS1 (previously H1). HSS3 is an additional site under appraisal for the Revised Preferred Option. The assessments have been modified to reflect the changes in the site allocations. However, these were not related to the findings of the previous iteration of the SA. Changes to sites HSS1 included a change to the housing numbers to be provided on site, as the site is due to be delivered completely within the plan period. The change in mix of development on HSS2 led to a reduction in residential uses on site.

### Recommendations

In order to improve the sustainability performance of the policy, the following recommendations are suggested, for inclusion in the next iteration of the Local Plan:

- It is recommended that HSS2 includes an area of open space within the development, and provides new footpath and cycle links to connect to services and amenities. See recommendations under policy GD7.
- The Council should ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.

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

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policy includes the following strategic sites:

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor	348	0.0 Ha	Commenced 2015
MUS1 - Cropper Road East, Whitehills	372	6.5 Ha	Commenced 2015
MUS2 - Whyndyke Farm, Preston New Road, Whitehills	1,310	20 Ha	2018
HSS5 – Cropper Road West, Whitehills	442	0.0 Ha	2020
HSS6 – Land at Lytham St Annes Way, Whitehills	150	0.0 Ha	Commenced 2013

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	2.4 Ha	TBC
ES5 - Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor	0	5.0 Ha	TBC
ES6 – ITSA, Brunel Way, Whitehills	0	4.9 Ha	TBC
ES7 – Whitehills Business Park, Whitehills	0	8.6Ha	TBC
Total	2,622 homes	47.4 Ha	

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

## 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 (MUS2)

The creation of up to 1,310 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.

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 Farm would provide 20ha 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.

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.

## Changes in the SA between the 2013 Preferred Option and 2015 Revised Preferred Option

The assessment of the strategic sites built upon the 2013 assessments of site MUS2 (previously M2). The assessment has been modified to reflect the changes in the site allocations. However, changes were not related to the findings of the previous iteration of the SA.

### Recommendations

In order to improve the sustainability performance of the policy, the following recommendations are suggested, for inclusion in the next iteration of the Local Plan:

- 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. See recommendations under policy GD7.
- Given the focus for Blackpool on inner area regeneration, the employment sites should give consideration to balancing these needs for the benefit of both authorities.
- 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. See provisions of Policies GD4 and GD7.
- In addition to policies CL1 and GD7, specific provisions for the sustainable resolution of drainage issues on the sites.

## 8.5 Policy SL3: Warton Strategic Location for Development

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policy includes the following strategic site:

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
HSS7 – Highgate Park, Lytham Road, Warton	254	0.0 Ha	Commenced 2014
Total	254 homes	0.0 Ha	

### Summary of Assessment

No major effects, either positive or negative have been predicted for this site against the SA Objectives.

## Changes in the SA between the 2013 Preferred Option and 2015 Revised Preferred Option

The assessment of the strategic sites built upon the 2013 assessment of site HSS7 (previously H12). The assessment has been modified to reflect the changes in the site allocations. Changes have included the definition of a site boundary, which has enabled a more focussed appraisal

process. It is noted that changes to the site were not related to the findings of the previous iteration of the SA.

## Recommendations

In order to improve the sustainability performance of the policy, the following recommendations are suggested, for inclusion in the next iteration of the Local Plan:

- 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. See recommendations under Policy GD7.
- Development pressures on wastewater infrastructure require that such upgrades should be completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.

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

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policy includes the following 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 2014
HSS9 – Land North of Blackpool Road, Kirkham	588	0.0 Ha	2015
HSS10 – Willowfields, Derby Road, Wesham	124	0.0 Ha	Commenced 2008
MUS3 – Mill Farm Sports Village, Fleetwood Road, Wesham	0	1.1 Ha	TBC
Total	974 homes	1.1 Ha	

### 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.

## Changes in the SA between the 2013 Preferred Option and 2015 Revised Preferred Option

The assessment of the strategic sites built upon the 2013 assessment of sites MUS3 (previously E4 and HSS9 (previously M3). The assessment has been modified to reflect the changes in the site allocations. Changes have included the definition of a site boundary, which has enabled a more focussed appraisal process. It is noted that changes to the site were not related to the findings of the previous iteration of the SA.

### Recommendations

In order to improve the sustainability performance of the policy, the following recommendations are suggested, for inclusion in the next iteration of the Local Plan:

- New school capacity should be provided in the long-term for the sites, where they will have an influence on demand for educational facilities.

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

### 8.7.1 General Development Policies

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.6 of Appendix G are as follows:

- Policy GD1: Settlement Boundaries (was GD1)
- Policy GD2: Green Belt (new)
- Policy GD3: Areas of Separation (was GD2)
- Policy GD4: Development in the Countryside (Was EC3)
- Policy GD5: Large Developed Sites on land outside settlement boundaries (Was GD4)
- Policy GD6: Promoting Mixed Use Development (Was GD3)
- Policy GD7: Achieving Good Design in Development (Was ENV6)
- Policy GD8: Demonstrating Viability (new)

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

### 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 (Policy GD7)
- 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 (Policy GD7)
- 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 (Policy GD1)

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, that minimise opportunity for crime and natural surveillance. The assessment of the preferred option recommended that Secured by Design principles be adopted. This has been implemented into the revised preferred option, although secured by

design principles are not mentioned specifically. Policy GD7 could have positive effects on the built environment and townscape character. The inclusion of the consideration of townscape character was a recommendation in the assessment of the preferred option. 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. This was a recommendation from the SA of the preferred option (2013). 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.

## Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that policy GD7 includes 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.
- It is recommended that policy GD7 specifically mentions the principles of Secured by Design.
- Developments should be encouraged to provide enhancements to open spaces to encourage people to use them. This could be included within policy text for Green Infrastructure under GD7.
- It is recommended that Policy GD7 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.
- It is recommended that Policy GD7 should contain some reference to the use of sustainable natural resources where appropriate.
- It is recommended that Policy GD7 also includes that waste reduction and recycling should be promoted and encouraged and developments should provide a waste recycling area.
- New businesses should be encouraged to locate within the settlements and in the redeveloped sites. This could be included within policy GD6 (Promoting Mixed Use Development).

## 8.8 The Fylde Economy

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.7 of Appendix G 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: Vibrant Town, District and Local Centres

- Policy EC5 Leisure Culture and Tourism Development
- Policy EC6: Tourism Accommodation

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

## 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)
- SA Objective 9: Deliver urban renaissance (Policy EC4)

Policy EC4 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. 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 EC5 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.

Major negative effects have been predicted against the following SA Objectives:

- SA Objective 10: Protect and enhance biodiversity and geodiversity (Policies EC5 and EC6)

Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. The Policy has potential to impact biodiversity if it results in greater visitor pressure along the protected areas of coastline. Policy EC6 covers leisure, culture and tourism accommodation and has potential to impact biodiversity if it is proposed in a sensitive area. The HRA Screening Report concludes that there is potential for indirect significant effects, as policies EC5 and EC6 provide for development that is very close to European sites and may increase disturbance as a result of increase recreational pressures.

## Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that provision of training in the leisure, culture or tourism development should be encouraged.

- It is recommended 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.
- It is recommended that mitigation outlined in Policies ENV1-ENV6 are cross referenced to strengthen factors set out in Policy EC2 that refer to development proposals not causing unacceptable adverse environmental impact. 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.
- HRA Recommendation: The HRA recommends that policies EC5 and EC6 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 could also be included in Policy ENV1. A strengthening of Policies ENV1 and ENV2 to make explicit reference to the Ribble and Alt Estuaries SPA/Ramsar, and its importance, particularly with regard to development of areas of open coastline, is also recommended.
- It is recommended that use of public transport to employment and tourism developments should be promoted.

## 8.9 Provision of Homes in Fylde

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.8 of Appendix G 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

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

### 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. It also states that homes that are affordable to people working within the local community and those with strong links to the local area, will be encouraged in order to promote the vitality of local business and community life, which would address the sub objective on community involvement. 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 encouraged and the Council will reserve the right to refrain from requesting developer contributions for these developments, so as to promote the viability of the schemes. Policy H2 specifically seeks to provide one, two or three- bedroom family homes in Lytham and St Annes, Kirkham, Wesham, Freckleton and Warton to address the lack of family accommodation in these areas. This Policy states that new residential developments should meet the Homes and Communities Agency 'Design and Quality Standards', which includes design criteria relating to architecture and townscape. As such, it is expected to be mindful of the townscape. The densities of new residential development will be in keeping with the local area and will not have a detrimental effect on the appearance or character.

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.

## Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that Design and Quality Standards should be applied to all housing developments.
- It is recommended that amenity open spaces in large developments where people can congregate should be included. This could be a requirement within Policy GD7 or M1.
- It is recommended that the provisions of Policy H6 regarding quality, enhancement and character should include protection of water quality. This should be made more specific with regard to protecting the local environment.

## 8.10 Health and Wellbeing

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.9 of Appendix G are as follows:

- Policy HW1: Health and Wellbeing
- Policy HW2: Community Facilities
- Policy HW3: Provision of Indoor and Outdoor Sports Facilities
- Policy HW4: Contaminated Land

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

## 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)
- SA Objective 9: Deliver urban renaissance (Policy HW4)
- SA Objective 16: Ensure the sustainable use of natural resources (Policy HW4)

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.

Policy HW4 seeks a presumption in favour of previously developed land, some of which may be contaminated. The remediation of contaminated sites and reduction in the amount of derelict land, alongside the increased development within the settlements, could help to enhance the reputation of urban areas through an increased in vitality and vibrancy. This could lead to significant sustainability benefits.

## Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that point f) of policy HW1 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.
- It is recommended that Policy HW1 point f also includes the consideration of a network of cycling and walking routes as part of the development of a multi-functional green infrastructure network.
- It is recommended that point c) of the Policy HW4 is reworded, as it is unclear what is meant by the requirement. If it refers to the needs to consider amenity and conservation generally as part of development on previously developed sites, it is suggested that this text is provided in alternative policies, and so is unnecessary in this location. However, if the text specifically relates to contaminated land (for example, some contaminated sites have high levels of biodiversity value, including protected species such as Great Crested Newts), the intention should be made more explicit. Should the intention be

that this relates to reducing the potential impact of the disturbance of contaminated sites on the water environment/natural environment, this should be made clear.

- It is suggested that Policy HW4 could include wording to specifically state that remediation should be undertaken before any development commences. This could be added to point a), which could read (suggested text underlined): ‘...and controlled waters from land contamination. Any remedial works should be undertaken to the satisfaction of the local authority, ahead of the commencement of development.’ This could help the implementation of the policy intentions.

## 8.11 Infrastructure, Service Provision and Transport

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.10 of Appendix G 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

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

### 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.

Major negative effects have been predicted against the following SA Objectives:

- SA Objective 10: Protect and enhance biodiversity and geodiversity (INF1, T1 and T2)

The HRA Screening Report states that there is potential for significant indirect effects from policies INF1, T1 and T2, as the policy provides for development that is very close to European sites and may increase disturbance as a result of increased recreational pressures.

### Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that INF1 makes reference to the environmental impacts of infrastructure being appropriately considered in applications.

## 8.12 Water Resource Management, Flood Risk and Addressing Climate Change

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.11 of Appendix G 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

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

### 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.

### Recommendations

No recommendations are suggested for the policies within this assessment component.

## 8.13 Conserving and Enhancing the Natural, Historic and Built Environment

The 2015 assessment of the Revised Preferred Option included a complete revision to the policies assessed. The Policies included within Table G.12 of Appendix G are as follows:

- Policy ENV1: Landscape
- Policy ENV2: Biodiversity
- Policy ENV3: Development in the Nature Improvement Area
- Policy ENV4: Protecting Existing Open Space (The Green Infrastructure Network)
- Policy ENV5: Provision of New Open Space (The Green Infrastructure Network)
- Policy ENV6: Historic Environment

Policy wording is provided in Appendix F. The detailed SA of these individual policies together with recommendations for mitigation/enhancement measures is provided in Appendix G. A summary of the key SA findings is presented below.

## 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 (ENV6)

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 ENV6 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.

## Recommendations

The following recommendations are suggested for inclusion within the next iteration of the Local Plan:

- It is recommended that Policy ENV5 could include reference to 'safe' green spaces.

# 9 Appraisal of Non-Strategic Sites (2015)

## 9.1 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.

## 9.2 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.

### 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 9-1 - Key to Non-Strategic Sites Assessment**

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

**Table 9-2 - Accessibility Standards<sup>10</sup>**

Local facility	Illustrative catchment populations	Minimum reasonable accessibility standards at different gross densities (assuming bendy 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>10</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 9-3 - 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><i>Increase levels of participation and attainment in education for all members of society.</i></p> <p><i>Improve the provision of education and training facilities.</i></p> <p><i>Improve access to and involvement in lifelong learning opportunities.</i></p>	1. Are educational opportunities within walking or cycling distance or within 30 mins travel by public transport? (see Table 2)		
	<table border="1"> <tr> <td data-bbox="568 362 645 421" style="background-color: green;"></td> <td data-bbox="651 362 1926 421">Education or lifelong learning site close to residential area.</td> </tr> </table>		Education or lifelong learning site close to residential area.
		Education or lifelong learning site close to residential area.	
	<table border="1"> <tr> <td data-bbox="568 426 645 485" style="background-color: yellow;"></td> <td data-bbox="651 426 1926 485">Site is within 1km or accessible by public transport.</td> </tr> </table>		Site is within 1km or accessible by public transport.
		Site is within 1km or accessible by public transport.	
	<table border="1"> <tr> <td data-bbox="568 489 645 549" style="background-color: red;"></td> <td data-bbox="651 489 1926 549">None of the above.</td> </tr> </table>		None of the above.
		None of the above.	
	2. Are there sufficient places available at local schools to accommodate development?		
	<table border="1"> <tr> <td data-bbox="568 606 645 665" style="background-color: green;"></td> <td data-bbox="651 606 1926 665">Educational places required have been determined and there is available capacity within walking or public transport distance to the development.</td> </tr> </table>		Educational places required have been determined and there is available capacity within walking or public transport distance to the development.
		Educational places required have been determined and there is available capacity within walking or public transport distance to the development.	
	<table border="1"> <tr> <td data-bbox="568 670 645 729" style="background-color: yellow;"></td> <td data-bbox="651 670 1926 729">Capacity available but further away than above requirements.</td> </tr> </table>		Capacity available but further away than above requirements.
		Capacity available but further away than above requirements.	
<table border="1"> <tr> <td data-bbox="568 734 645 793" style="background-color: red;"></td> <td data-bbox="651 734 1926 793">No available capacity.</td> </tr> </table>		No available capacity.	
	No available capacity.		
3. Will the site lead to the increase in provision of education or training facilities?			
<table border="1"> <tr> <td data-bbox="568 850 645 909" style="background-color: green;"></td> <td data-bbox="651 850 1926 909">Education provided as the main facility on-site or provided as part of a mix of uses.</td> </tr> </table>		Education provided as the main facility on-site or provided as part of a mix of uses.	
	Education provided as the main facility on-site or provided as part of a mix of uses.		
<table border="1"> <tr> <td data-bbox="568 914 645 973" style="background-color: yellow;"></td> <td data-bbox="651 914 1926 973">Education will be provided as part of development but off-site.</td> </tr> </table>		Education will be provided as part of development but off-site.	
	Education will be provided as part of development but off-site.		
<table border="1"> <tr> <td data-bbox="568 978 645 1037" style="background-color: red;"></td> <td data-bbox="651 978 1926 1037">No provision will be made.</td> </tr> </table>		No provision will be made.	
	No provision will be made.		
<b>3. Improve physical and mental health for all and reduce health inequalities</b>			
<p><i>Reduce health inequalities amongst different groups in the community</i></p> <p><i>Improve access to health and social care services</i></p> <p><i>Promote healthy lifestyles</i></p>	1. Are health facilities within walking or cycling distance or within 30 mins travel by public transport? (see Table 2)		
	<table border="1"> <tr> <td data-bbox="568 1147 645 1206" style="background-color: green;"></td> <td data-bbox="651 1147 1926 1206">Health facility close to residential area.</td> </tr> </table>		Health facility close to residential area.
		Health facility close to residential area.	
	<table border="1"> <tr> <td data-bbox="568 1211 645 1270" style="background-color: yellow;"></td> <td data-bbox="651 1211 1926 1270">Site is within 1km or accessible by public transport.</td> </tr> </table>		Site is within 1km or accessible by public transport.
	Site is within 1km or accessible by public transport.		
<table border="1"> <tr> <td data-bbox="568 1275 645 1335" style="background-color: red;"></td> <td data-bbox="651 1275 1926 1335">None of the above.</td> </tr> </table>		None of the above.	
	None of the above.		

SA Objective and Guide Questions	Detailed Assessment criteria						
<p><i>Encourage the development of strong and cohesive communities</i></p>	<p>2. Will the site lead to the increase in provision of healthcare facilities?</p> <table border="1" data-bbox="573 256 1928 443"> <tr> <td data-bbox="573 256 645 320">Green</td> <td data-bbox="645 256 1928 320">Healthcare provided as the main facility on-site or provided as part of a mix of uses.</td> </tr> <tr> <td data-bbox="573 320 645 384">Yellow</td> <td data-bbox="645 320 1928 384">Healthcare will be provided as part of development but off-site.</td> </tr> <tr> <td data-bbox="573 384 645 443">Red</td> <td data-bbox="645 384 1928 443">No provision will be made.</td> </tr> </table>	Green	Healthcare provided as the main facility on-site or provided as part of a mix of uses.	Yellow	Healthcare will be provided as part of development but off-site.	Red	No provision will be made.
	Green	Healthcare provided as the main facility on-site or provided as part of a mix of uses.					
	Yellow	Healthcare will be provided as part of development but off-site.					
	Red	No provision will be made.					
	<p>3. Will the site improve access to areas for recreational use or walking and cycling routes (including PROWs)?</p> <table border="1" data-bbox="573 496 1928 683"> <tr> <td data-bbox="573 496 645 560">Green</td> <td data-bbox="645 496 1928 560">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.</td> </tr> <tr> <td data-bbox="573 560 645 624">Yellow</td> <td data-bbox="645 560 1928 624">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.</td> </tr> <tr> <td data-bbox="573 624 645 683">Red</td> <td data-bbox="645 624 1928 683">No provision will be made and site is not in proximity to walking or cycling routes or open space.</td> </tr> </table>	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.
	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.						
<p><b>6. Improve sustainable access to basic goods, services and amenities for all groups</b></p>							
<p><i>Ensure that public transport services meet people's needs</i></p> <p><i>Ensure that highways infrastructure meets people's needs (including walking and cycling routes)</i></p> <p><i>Promote the use of sustainable travel modes and reduce dependence on the private car</i></p>	<p>1. Will the site improve access to public transport?</p> <table border="1" data-bbox="573 786 1928 986"> <tr> <td data-bbox="573 786 645 850">Green</td> <td data-bbox="645 786 1928 850">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.</td> </tr> <tr> <td data-bbox="573 850 645 914">Yellow</td> <td data-bbox="645 850 1928 914">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.</td> </tr> <tr> <td data-bbox="573 914 645 986">Red</td> <td data-bbox="645 914 1928 986">None of the above.</td> </tr> </table>	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.
	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.						
<p><i>Improve access to cultural and recreational facilities</i></p> <p><i>Maintain and improve access to essential services and facilities, including in rural areas</i></p>	<p>2. Will the site be accessible by highways infrastructure?</p> <table border="1" data-bbox="573 1054 1928 1254"> <tr> <td data-bbox="573 1054 645 1118">Green</td> <td data-bbox="645 1054 1928 1118">Site is directly adjacent to highway infrastructure that includes dedicated separated walking and cycling provision.</td> </tr> <tr> <td data-bbox="573 1118 645 1182">Yellow</td> <td data-bbox="645 1118 1928 1182">Site is accessible by highway infrastructure to accommodate two way traffic with pavement</td> </tr> <tr> <td data-bbox="573 1182 645 1254">Red</td> <td data-bbox="645 1182 1928 1254">Accessibility is provided by single track roads with poor visibility and no provision for walking and cycling.</td> </tr> </table>	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.
	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.						

SA Objective and Guide Questions	Detailed Assessment criteria		
	3. Will the site provide a mix of uses, reducing the need to travel?		
	<table border="1"> <tr> <td data-bbox="573 263 645 319">Green</td> <td data-bbox="656 263 1926 319">Site will provide a mix of housing, employment and community facilities</td> </tr> </table>	Green	Site will provide a mix of housing, employment and community facilities
	Green	Site will provide a mix of housing, employment and community facilities	
	<table border="1"> <tr> <td data-bbox="573 327 645 383">Yellow</td> <td data-bbox="656 327 1926 383">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.</td> </tr> </table>	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.
	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.	
	<table border="1"> <tr> <td data-bbox="573 391 645 446">Red</td> <td data-bbox="656 391 1926 446">None of the above</td> </tr> </table>	Red	None of the above
	Red	None of the above	
	4. Will the site improve access to cultural and recreational facilities?		
	<table border="1"> <tr> <td data-bbox="573 518 645 574">Green</td> <td data-bbox="656 518 1926 574">Site is directly adjacent to cultural and/or recreational facilities or will provide additional facilities as part of development.</td> </tr> </table>	Green	Site is directly adjacent to cultural and/or recreational facilities or will provide additional facilities as part of development.
	Green	Site is directly adjacent to cultural and/or recreational facilities or will provide additional facilities as part of development.	
	<table border="1"> <tr> <td data-bbox="573 582 645 638">Yellow</td> <td data-bbox="656 582 1926 638">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.</td> </tr> </table>	Yellow	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.
	Yellow	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.	
<table border="1"> <tr> <td data-bbox="573 646 645 702">Red</td> <td data-bbox="656 646 1926 702">None of the above.</td> </tr> </table>	Red	None of the above.	
Red	None of the above.		
5. Number and distribution of wards with LSOAs in the bottom 30% nationally for barriers to housing and services deprivation			
<table border="1"> <tr> <td data-bbox="573 774 645 829">Green</td> <td data-bbox="656 774 1926 829">Site is within and will provide an improvement in housing quality, employment or the provision of services in an area of deprivation.</td> </tr> </table>	Green	Site is within and will provide an improvement in housing quality, employment or the provision of services in an area of deprivation.	
Green	Site is within and will provide an improvement in housing quality, employment or the provision of services in an area of deprivation.		
<table border="1"> <tr> <td data-bbox="573 837 645 893">Yellow</td> <td data-bbox="656 837 1926 893">Site is adjacent to an area of deprivation and may lead to some benefits relating to housing quality, employment, or the provision of services.</td> </tr> </table>	Yellow	Site is adjacent to an area of deprivation and may lead to some benefits relating to housing quality, employment, or the provision of services.	
Yellow	Site is adjacent to an area of deprivation and may lead to some benefits relating to housing quality, employment, or the provision of services.		
<table border="1"> <tr> <td data-bbox="573 901 645 957">Red</td> <td data-bbox="656 901 1926 957">None of the above.</td> </tr> </table>	Red	None of the above.	
Red	None of the above.		
<b>7. Encourage sustainable economic growth and business development</b>			
<i>Diversify the employment opportunities</i> <i>Increase employment opportunities</i> <i>Encourage economic growth</i> <i>Encourage new business formation</i>	1. Will the site be for new employment use?		
	<table border="1"> <tr> <td data-bbox="573 1101 645 1157">Green</td> <td data-bbox="656 1101 1926 1157">Yes – site is currently vacant and is previously developed.</td> </tr> </table>	Green	Yes – site is currently vacant and is previously developed.
	Green	Yes – site is currently vacant and is previously developed.	
	<table border="1"> <tr> <td data-bbox="573 1165 645 1220">Yellow</td> <td data-bbox="656 1165 1926 1220">Yes – site is currently under a different use/ undeveloped.</td> </tr> </table>	Yellow	Yes – site is currently under a different use/ undeveloped.
Yellow	Yes – site is currently under a different use/ undeveloped.		
<table border="1"> <tr> <td data-bbox="573 1228 645 1294">Red</td> <td data-bbox="656 1228 1926 1294">None of the above.</td> </tr> </table>	Red	None of the above.	
Red	None of the above.		

SA Objective and Guide Questions	Detailed Assessment criteria
<i>Improve access to employment land</i> <i>Encourage sustainable tourism</i>	2. Is the site designated for sustainable tourism use?
	 Yes – site will help to maintain rural business.
	 Yes – site will lead to the creation of new business either in a rural or urban location.
	 None of the above.
<b>10. Protect and enhance biodiversity and geodiversity</b>	
<i>Protect and enhance designated sites of nature conservation importance and geodiversity</i> <i>Protect and enhance wildlife especially rare and protected species</i> <i>Protect and enhance habitats and wildlife corridors</i>	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.	

SA Objective and Guide Questions	Detailed Assessment criteria												
	<p>4. Does the site contain protected or important mature trees or hedgerows?</p> <table border="1"> <tr> <td data-bbox="573 256 645 320">Green</td> <td data-bbox="645 256 1928 320">No detrimental effects predicted – site either doesn't contain mature trees or hedgerows or, if it does, these will be retained and/or enhanced.</td> </tr> <tr> <td data-bbox="573 320 645 384">Yellow</td> <td data-bbox="645 320 1928 384">Site includes trees and hedgerows, but not protected/considered to have importance.</td> </tr> <tr> <td data-bbox="573 384 645 448">Red</td> <td data-bbox="645 384 1928 448">Negative effects highly likely – likely to lead to the loss of protected trees or hedgerows.</td> </tr> </table>	Green	No detrimental effects predicted – site either doesn't contain mature trees or hedgerows or, if it does, these will be retained and/or enhanced.	Yellow	Site includes trees and hedgerows, but not protected/considered to have importance.	Red	Negative effects highly likely – likely to lead to the loss of protected trees or hedgerows.						
Green	No detrimental effects predicted – site either doesn't contain mature trees or hedgerows or, if it does, these will be retained and/or enhanced.												
Yellow	Site includes trees and hedgerows, but not protected/considered to have importance.												
Red	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>													
<p><i>Protect and enhance character and quality</i></p> <p><i>Minimise noise pollution</i></p> <p><i>Minimise light pollution</i></p>	<p>1. Will the site enhance the quality of or lead to the increase of local valued landscapes or lead to increased light pollution?</p> <table border="1"> <tr> <td data-bbox="573 552 645 616">Green</td> <td data-bbox="645 552 1928 616">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 location (e.g. sports field)/ Limited landscape effect due to scale of proposed development (e.g. 1 dwelling) and mitigation proposed.</td> </tr> <tr> <td data-bbox="573 616 645 679">Yellow</td> <td data-bbox="645 616 1928 679">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.</td> </tr> <tr> <td data-bbox="573 679 645 743">Red</td> <td data-bbox="645 679 1928 743">Large area of undeveloped land to be utilised/ site likely to significantly modify existing landscape character/tranquillity levels.</td> </tr> </table> <p>2. Is the site to include a noisy land use next to a sensitive land use?</p> <table border="1"> <tr> <td data-bbox="573 815 645 879">Green</td> <td data-bbox="645 815 1928 879">No/ no difference from existing use/ proposed use likely to improve/reduce local noise pollution.</td> </tr> <tr> <td data-bbox="573 879 645 943">Yellow</td> <td data-bbox="645 879 1928 943">Increase in noise pollution from traffic likely/ mix of uses could potentially lead to increased noise pollution locally.</td> </tr> <tr> <td data-bbox="573 943 645 1007">Red</td> <td data-bbox="645 943 1928 1007">Housing/sensitive use adjacent to a major road/industrial activity.</td> </tr> </table>	Green	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 location (e.g. sports field)/ Limited landscape effect due to scale of proposed development (e.g. 1 dwelling) and mitigation proposed.	Yellow	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.	Red	Large area of undeveloped land to be utilised/ site likely to significantly modify existing landscape character/tranquillity levels.	Green	No/ no difference from existing use/ proposed use likely to improve/reduce local noise pollution.	Yellow	Increase in noise pollution from traffic likely/ mix of uses could potentially lead to increased noise pollution locally.	Red	Housing/sensitive use adjacent to a major road/industrial activity.
Green	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 location (e.g. sports field)/ Limited landscape effect due to scale of proposed development (e.g. 1 dwelling) and mitigation proposed.												
Yellow	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.												
Red	Large area of undeveloped land to be utilised/ site likely to significantly modify existing landscape character/tranquillity levels.												
Green	No/ no difference from existing use/ proposed use likely to improve/reduce local noise pollution.												
Yellow	Increase in noise pollution from traffic likely/ mix of uses could potentially lead to increased noise pollution locally.												
Red	Housing/sensitive use adjacent to a major road/industrial activity.												
<b>12. Conserve and enhance the historic environment, heritage assets and their setting</b>													
<p><i>Protect and enhance historic buildings and archaeological sites and their setting</i></p> <p><i>Protect and enhance historic landscape value and its setting</i></p> <p><i>Protect and enhance undesignated heritage assets and their setting</i></p> <p><i>Protect and enhance townscape character and quality</i></p>	<p>1. Will the site negatively affect any historic assets or their setting?</p> <table border="1"> <tr> <td data-bbox="573 1110 645 1174">Green</td> <td data-bbox="645 1110 1928 1174">No/ no difference from existing use/ proposed use likely to enhance setting/ bring assets back into use/ increase understanding of historic resource.</td> </tr> <tr> <td data-bbox="573 1174 645 1238">Yellow</td> <td data-bbox="645 1174 1928 1238">Site is adjacent to historic asset, but site will be developed sensitively/ some effects may result.</td> </tr> <tr> <td data-bbox="573 1238 645 1302">Red</td> <td data-bbox="645 1238 1928 1302">Negative impact likely.</td> </tr> </table>	Green	No/ no difference from existing use/ proposed use likely to enhance setting/ bring assets back into use/ increase understanding of historic resource.	Yellow	Site is adjacent to historic asset, but site will be developed sensitively/ some effects may result.	Red	Negative impact likely.						
Green	No/ no difference from existing use/ proposed use likely to enhance setting/ bring assets back into use/ increase understanding of historic resource.												
Yellow	Site is adjacent to historic asset, but site will be developed sensitively/ some effects may result.												
Red	Negative impact likely.												

SA Objective and Guide Questions	Detailed Assessment criteria
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>	
<i>Protect and enhance ground and surface water quality</i> <i>Protect and improve the quality of bathing waters</i> <i>Maintain and improve the quality of groundwater</i> <i>Protect and enhance coastal water quality</i> <i>Reduce and manage flooding</i>	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.
	2. Is the site within a source protection zone?
	 No – no effects likely.
	 Yes – outer zone.
	 Yes – inner zone.
	3. Does the area/site have adequate water and sewerage infrastructure?
	 Yes
	 Some upgrading required/alternative solution (such as septic tank)
	 No
	4. Does the site lie within an area of high flood risk and have a non-compatible use?
	 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	

SA Objective and Guide Questions	Detailed Assessment criteria
<b>15. Protect and improve air quality</b>	
<i>Protect and improve local air quality</i>	1. Does the site lie within an AQMA?
	 No
	 Yes, but site will not lead to an increase in traffic from motorised sources.
	 Yes
	2. Will the proposed use increase air pollution (from traffic or industrial processes)?
	 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.	
<b>16. Ensure the sustainable use of natural resources</b>	
<i>Reduce the amount of derelict and vacant land</i> <i>Ensure that contaminated land will be guarded against</i> <i>Encourage development of brownfield land where appropriate</i>	1. Is the site previously developed?
	 Yes / site will lead to the remediation of contaminated soil
	 Part of the site is previously developed/ Development area is greenfield but minor in scale.
 No – site is greenfield.	
<i>Maintain and enhance soil quality</i> <i>Increase the proportion of waste recycling and re-use</i> <i>Reduce the production of waste</i> <i>Reduce the proportion of waste landfilled</i>	2. Does the site have adequate sustainable waste management facilities?
	 Yes / site will lead to the provision of additional facilities for waste management.
	 Upgrades required but not provided through new development.
 No.	

## 9.3 Assessment Results: Housing Sites

Appendix H 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 9-4 – Lytham and St Annes: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-SA2	Queen Mary School, Clifton Drive South, St Annes			41	35
HS-LY2	Jubilee House, East Beach, Lytham			20	
HS-LY3	Ashton Nurseries, Mythop Road, Lytham			10	
HS-SA4	The Gables, 35-39 Orchard Road, St Annes			19	
HS-SA5	7-8 St Georges Square, St Annes			11	
HS-SA6	68 North Promenade & 1 Sandgate, St Annes			12	
HS-SA7	Petros House, St Andrews Road North, St Annes			35	
HS-SA8	1 Lord Street, St Annes			13	
HS-SA9	Kwik Save, St Annes			15	
HS-SA10	Fairways, Heeley Road, St Annes		20		
HS-SA11	Kingsway Garage, St Annes		30		
HS-SA12	35-37 South Promenade, St Annes		36		
HS-LY4	Axa, Lytham		45		
HS-SA13	23 - 33 Fairhaven Road, St Annes		32		
HS-LY5	Land to the West, Ballam Road, Lytham		12		
HS-SA14	Public Offices, Clifton Drive South, St Annes	14			
HS-LY6	Land North of Shell Hill Farm, Saltcotes Road, Lytham	44			

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 Anne's-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. This is a recommendation under Policy GD7 (see Chapter 8 of this SA Report).

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 HS-LY5 and HS-LY6. 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.

HS-LY3, HS-LY5 and HS-LY6 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 HS-LY5 are located on brownfield land. The majority of HS-LY2 is located within flood zone 2 and 3 with some of the site benefitting from flood defences. HS-LY4 and HS-LY5 are partly within flood zone 2. HS-LY3 and HS-LY6 are 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 HS-LY3 which is below 1ha. HS-LY5 is also directly adjacent to a drain therefore pollution prevention measures would be required during construction. This is a requirement under Policy CL1.

HS-LY4 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 ENV6. There is a Tree Preservation Order (TPO) to the north west boundary of HS-LY2 and within HS-LY2 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.

### 9.3.1 Fylde – Blackpool Periphery

**Table 9-5 – Fylde-Blackpool Periphery: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-BP1	Land to the rear of 11-63 Westgate Road, Squires Gate			70	
HS-BP2	Former Clock Garage, Preston New Road, Westby			14	
HS-BP3	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 HS-BP2. There are education facilities accessible by public transport. In particular sites HS-BP1 and HS-BP3 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.

HS-BP2 is located adjacent to the east to an area of housing and directly west and north is adjacent to open agricultural land. HS-BP1 and HS-BP3 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 train station. It is noted that HS-BP2 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 HS-BP2.

HS-BP1 and HS-BP3 are both located within 800m of the Ribble Alt and Estuaries Ramsar site and Ribble Estuary SSSI. HS-BP3 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 HS-BP2 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 HS-BP2 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. HS-BP2 and HS-BP3 would both increase levels of vehicle movement that previous levels through housing provision. However given the scale this would not significantly increase traffic/pollution. HS-BP2 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 prehistoric and medieval potential. An investigation would need to be completed under the requirements of Local Plan Policy ENV6.

## Recommendations

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

### 9.3.2 Warton

**Table 9-6 – Warton: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-WA1	Riversleigh Farm, Warton			82	
HS-WA2	Nine Acres Nursery, Harbour Lane Phase 1			66	59
HS-WA3	Georges Garage, Warton			16	

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 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 HS-WA1 is under construction and HS-WA2 is nearly complete. There may be potential for protected species at HS-WA1 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. HS-WA2 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.

HS-WA1 and HS-WA2 are both located within greenfield land and it is noted there is also a TPO for two individual trees on the northern boundary of HS-WA1 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 HS-WA1 and HS-WA3. In particular, this could have a potential effect on habitat connectivity at HS-WA1 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.

HS-WA3 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 HS-WA1 and HS-WA3 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.

HS-WA1 would provide 66 homes on previously vacant land which would increase vehicle movement and cumulatively the sites would have an effect on traffic/pollution. HS-WA2 is noted to have sewer capacity issues which would need to be addressed. There is also possible contamination at HS-WA3 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.

## Recommendations

It is recommended that the requirements of Policy M1 with regard to the provision of water and sewerage infrastructure, are also applied as necessary to non-strategic sites.

### 9.3.3 Kirkham and Wesham

**Table 9-7 – Kirkham and Wesham: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-WS1	Crossacres land between Weeton Road/ Fleetwood Road, Wesham			13	9
HS-WS2	Arundel Lodge Nursing Home, 1 Station Road, Wesham			12	
HS-WS3	Pennine View, Weeton Road, Wesham			12	
HS-WS4	Former Fylde Council Offices, Derby Road, Wesham			24	1
HS-KI4	West End Residential Park, Kirkham		27		
HS-KI5	Sunnybank Mill, Kirkham	31			

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 HS-WS3 and HS-WS4 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.

HS-WS1 is nearing completion and HS-WS4 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. HS-WS2 and HS-WS4 are adjacent to flood zone 2 therefore this should be taken into consideration during design through Local Plan Policy CL1. HS-WS1 contains ponds within the site which could potentially contain Great Crested Newts (GCN) and HS-WS4 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 HS-WS4 should have been investigated and addressed as necessary.

## Recommendations

No 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.

### 9.3.4 Freckleton

**Table 9-8 – Freckleton: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-FR1	The Refuge, Ruskin Road, Freckleton			13	
HS-FR2	Land rear of High Meadows, Lower Lane, Freckleton	13			
HS-FR3	197 Kirkham Road, North of Bypass, Freckleton	12			

The sites are each located within 400m of a bus stop and within 1km of educational facilities and access to a PRoW. Whilst HS-FR1 is located within 400m of recreational facilities including Rawstone Sports Centre Park, the remaining two sites are located just outside 1km of such facilities which are based within Kirkham to the north and Freckleton to the south. Direct road access to HS-FR3 is via Kirkham Road however the existing track along the length of the site may require some upgrading in order to accommodate two way traffic and pedestrian access.

It is unclear whether there are healthcare facilities in proximity to HS-FR2 and HS-FR3. However, there is a doctor's surgery and Freckleton Health Centre which would be directly adjacent to HS-FR1. 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.

HS-FR1 is located within brownfield land and HS-FR2 and HS-FR3 are both located within Green Belt land. However HS-FR3 would be a replacement of existing development.

The Ribble and Alt Estuaries Ramsar site, SPA and Ribble Estuary SSSI are located within 2km of HS-FR1. HS-FR3 contains a fishing pond which would be retained and there are some trees within this site as well as some on the boundary of HS-FR2. 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.

HS-FR2 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.

HS-FR3 is located within 200m of Hall Cross Farmhouse Grade II listed building therefore appropriate design in keeping with the local area would be recommended in accordance with Local Plan Policy ENV6. Site inspections for protected species would be required and mitigation measures if any species found to be present in accordance with Local Plan Policy ENV5. HS-FR1 and HS-FR2 have sewer capacity issues which would require addressing. It is unclear whether HS-FR3 has adequate water sewerage infrastructure.

## Recommendations

It is recommended that the requirements of Policy M1 with regard to the provision of water and sewerage infrastructure, are also applied as necessary to non-strategic sites.

### 9.3.5 Staining

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

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-ST3	Land South of Chain Lane, Staining			42	
HS-ST4	Land at Kings Close, Staining			30	
HS-ST5	Thornfield Caravan Park, Staining	28			

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 HS-ST4. HS-ST4 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 HS-ST3 and HS-ST4 with ponds in proximity to HS-ST3, therefore site inspections would be required for the potential presence of any protected species. HS-ST5 is currently a holiday caravan site and is unlikely to contain protected species. HS-ST3 and HS-ST4 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 HS-ST4 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. HS-ST3 and HS-ST4 together would also increase localised traffic and effects to air quality.

## Recommendations

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

## 9.3.6 Wrea Green

**Table 9-9 – Wrea Green: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-WG1	Former Wareings, Ribby Road, Wrea Green			14	13
HS-WG2	Land Adj Richmond Avenue, Wrea Green			54	4
HS-WG3	Rear of 54 Bryning Lane, Wrea Green			25	
HS-WG4	North View Farm, 22 Ribby Road, Wrea Green			42	
HS-WG5	Land North of North View Farm, Wrea Green		15		

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 HS-WG1, HS-WG5 and HS-WG4. Sites HS-WG2 and HS-WG3 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 (HS-WG1, HS-WG4 and HS-WG5). With regards to sustainable access to services, three perform well (HS-WG1, HS-WG4 and HS-WG5) due to their proximity to Ribby Road which provides several bus stops and serves as a main highway in and out of Wrea Green. HS-WG3 and HS-WG2 are more remote and do not score well due to distance to the nearest public transport link. Apart from HS-WG2, 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 (HS-WG2 and HS-WG3) the townscape and landscape will be affected as well as traffic pollution, use of natural resources, waste and disruption of the soil quality.

### Recommendations

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

## 9.3.7 Clifton

**Table 9-10 – Clifton: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
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HS-CL1	Land North of 43 Stanagate, Clifton	20			
HS-CL2	Land East of Rowan Close, Ash Lane, Clifton	30			

The sites are located in proximity to William Pickes 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 HS-CL2. 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 HS-CL2 therefore the setting of the listed building should be taken into consideration during the design stage in accordance with Local Plan Policy ENV6.

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 HS-CL1 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 over headlines therefore consultations prior to any construction would be required.

## Recommendations

Consultation with National Grid in relation to site HS-CL1 would be required.

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

## 9.3.8 Newton

Table 9-11 – Newton: non-strategic sites assessed

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-NE1	Newton Hall, School Lane, Newton	86			
HS-NE2	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.

HS-NE2 would be developed on greenfield land and HS-NE1 on part brownfield and greenfield. Both would result in the loss of openness within the countryside with HS-NE1 resulting in the loss of designated public open space, though the sites could form part of a natural extension to the existing settlement boundary.

HS-NE1 contains Newton Hall Farmhouse Grade II listed building and one other listed building within 100m. This also has the potential to be a medieval site and 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 ENV6.

HS-NE1 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.

### Recommendations

It is recommended that the requirements of Policy M1 with regard to the provision of water and sewerage infrastructure, are also applied as necessary to non-strategic sites.

## 9.3.9 Singleton

**Table 9-12 – Singleton: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-S11	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 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 ENV6.

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.

### Recommendations

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

## 9.3.10 Weeton

**Table 9-13 – Weeton: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-WE1	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 ENV6.

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.

### 9.3.11 Greenhalgh

**Table 9-14 – Greenhalgh: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-GR1	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.

## Recommendations

No 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.

### 9.3.12 Little Ecclestone

**Table 9-15 – Little Ecclestone: non-strategic sites assessed**

	Site	Allocations	Minded to approve (net)	Planning application commitment (net)	Completion (net)
HS-LS1	Sunnydale Nurseries, Garstang Road, Little Ecclestone	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 Ecclestone 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 Ecclestone 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.

## Recommendations

No recommendations are made for the sites within this assessment component – mitigation measures will be provided through implementation of the Local Plan policies. However, some specific measures may be noted from the above.

## 9.4 Assessment Results: Employment Sites

### 9.4.1 Land on sites under construction: EMP1 and EMP2 sites

**Table 9-16 – Land on sites under construction: EMP1 and EMP2 sites assessed**

Ref	Site	Hectares
2Id	Plot D1 Site D, Cropper Close, Westby, 12/311	0.17
2Ja	Land off Hallam Way, Site 13C, C6 - Erection of 2 no. Industrial Units, 06/956	0.07
2Jb	Land off Hallam Way, Site 13C, C4 - Erection of 2 No. Industrial Units, 11/108	0.08
2Jc	10/11 Barrow Close, Site 3, Whitehills Park, 10/702	0.09
2J	Land off Barrow Close Site C1, Whitehills, Hallam Way, Site 13/c, 13/0036	0.01

All five employment sites are within relative close proximity to one another and therefore the assessment for each site is similar against the SA objectives. There is a childcare facility within 0.5 mile of the sites. This is considered a compatible use alongside a B1 office use adjacent to a business park. There a number of walking/cycle routes within the area towards Little Marton and Common Edge. As an edge of town location, public transport provision is not high but there is a bus stop just outside the sites on the B5410 that runs to Blackpool and Preston town centres. The nearest train station is Squires Gate approximately 3/4 miles away. Near to the M55 junction 4 and other main road links the site is well located with regards to highways infrastructure. The infrastructure provides two way traffic access with pavements for walking and cycling. Cultural and recreational facilities are available within 30 minutes by public transport and the sites are not located in an area deprivation. As an employment use, the sites could boost the local economy and business development in a relatively sustainable location.

The sites perform well against the biodiversity or geodiversity objectives. There are no nature conservation designations or protected species or habitats on or around the site. The sites fall within Grade 3a/3b Agricultural Land Classification area and a Priority Habitat Inventory but these designations are unlikely to hinder any further employment development. The area is currently used as a business park for various employment uses and the sites are small scale and part of a long term employment designation. Therefore the sites should not harm the character, the landscape or negatively affect any historical/heritage assets, particularly as any development will need to be in accordance with the provisions of Local Plan Policies ENV1-ENV6 and GD7. The sites are not in a flood risk area or within close proximity to any significant

watercourses. Due to the existing use of employment there is unlikely to be significant additional air pollution or waste management issues for the new developments.

## Recommendations

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

### 9.4.2 Land on sites under construction: non designated/allocated sites

**Table 9-17 – Land on sites under construction: non designated/allocated sites**

Ref	Site	Hectares
14	Kirkham Service Station (Texaco) The Crossroads Business Centre, Blackpool Road, Kirkham, 5/06/1083, Office Units	0.36
16	Dingle Farm, Vicarage Lane, Newton, Change of use of Redundant Farm Building to Industrial Use - 5/08/340	0.91
22	Melton Grove Works, Blackpool Road, Lytham St. Annes - 5/09/848	0.18
	Melton Grove Works, Blackpool Road, Lytham St. Annes - 5/11/295	0.07
26	Clifton House Farm, Lytham Road, Warton - 5/10/477 - 5/11/638	0.32

The non-designated/allocated sites are spread across the Fylde/Blackpool District. The majority of sites are located in minor urban areas with the exception of Dingle Farm site. This site is in a more remote location in between settlements. Generally the sites are not particularly well located in relation to proximity and accessibility to services. All 5 sites would be dependent on nearby public transport links to access local services. The sites are well serviced by public transport (in particular bus provision) in Lytham, Warton and Kirkham. These services run from settlement to settlement and to the more urban areas of Blackpool and Preston. As employment sites, they are economically viable as a source of local employment and business development.

Despite their locations in small villages/towns the sites have few environmental restrictions with regards to landscape designations, biodiversity, flooding or use of natural resources. There are many contamination issues with the Kirkham Service Station site due its previous use. The sites are predominantly using brownfield land (Clifton House Farm is partially greenfield) with no change of use therefore no major detrimental effect on pollution or soil quality is expected. There are a number of exceptions with environmental issues. For example, the Melton Grove Works sites have a few protected trees which could restrict elements of the development. The increase in traffic flows into the Dingle Farm site will likely increase pollution levels.

## Recommendations

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

### 9.4.3 Land on sites with planning permission: EMP1 & EMP2 sites

**Table 9-18 – Land on sites with planning permission: non designated/allocated sites**

Ref	Site	Hectares
1W	Site 2, Hallam Way, Whitehills Park, 07/1171 & 10/0425	0.98
2Jd	Land at Hallam Way, Site 13/c, C2 Barrow Close, Whitehills Park, Westby, 11/141	0.09

Both employment sites are close to one another and therefore the assessment for each site is fairly similar against the SA objectives. There is a childcare facility within 0.5 miles of the sites. This is considered a compatible use alongside a B1 office use adjacent to a business park. There a number of walking/cycle routes within the area towards Little Marton and Common Edge. As an edge of town location, public transport provision is not high but there is a bus stop just outside the sites on the B5410 that runs to Blackpool and Preston town centres. The nearest train station is Squires Gate approximately 3/4 miles away. Near to the M55 junction 4 and other main road links the site is well located with regards to highways infrastructure. The infrastructure provides two way traffic access with pavements for walking and cycling. Cultural and recreational facilities are available within 30 minutes by public transport and the sites are not located in an area deprivation. As an employment use, the sites are capable of boosting the local economy and business development in a relatively sustainable location.

The sites perform well against biodiversity or geodiversity criteria. There are no nature conservation designations or protected species or habitats on or around the site. The sites fall within Grade 3a/3b Agricultural Land Classification area and a Priority Habitat Inventory but these designations will not hinder any further employment development.

The area is currently used as a business park for various employment uses and the sites are part of a long term employment designation. Therefore the sites are unlikely to harm the character, the landscape or negatively affect any historical/heritage assets. The sites are not in a flood risk area or within close proximity to any significant watercourses. Due to the existing use of employment there is unlikely to be significant additional air pollution or waste management issues for the new developments.

#### Recommendations

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

## 9.4.4 Land on sites with planning permission: non designated/allocated sites

**Table 9-18 – Land on sites with planning permission: non designated/allocated sites**

Ref	Site	Hectares
36	Gorst Farm, Lodge Lane, Elswick, 11/827	0.60
45	Land to the rear of Moss Farm, Cropper Road, Westby, 12/717	3.66

The two non-designated/allocated sites with land with planning permission are considerable distance from each other. The Elswick site, located on the outskirts on the town currently exists as an agricultural use with farming infrastructure whereas the Moss Farm site is a much larger greenfield site adjacent to other employment uses near the M55. The Moss Farm site is proposed as a mixed use site for employment and residential therefore the review against the SA objectives needed to meet all the criteria from two perspectives.

With regard to sustainable access to services, both sites are serviced by public transport. As a more rural site, Gorst Farm has to access public transport links in the town of Elswick whereas Moss Farm has bus stops much closer at Lytham Road which will be beneficial to both employees and residents. Moss Farm is near to M55 junction 4 and other main road links therefore the site is well located with regards to highways infrastructure. The infrastructure provides two way traffic access with pavements for walking and cycling. Cultural and recreational facilities are available within 30 minutes by public transport and the sites are not located in an areas of deprivation. However, as proposed employment sites, the allocations could help the local economy and potentially attract investment into the area. As a mixed use site, Moss Farm should also provide employment opportunities for the new local residents based on the site.

Environmentally, the Elswick site has few issues with designations, conservation areas, flood risk or natural resources. The site is currently used as a storage/distribution area which is permitted to change to office use. Further development on previously developed land could improve the landscape and character of the area. However, change to office use may increase traffic flow therefore increasing likelihood of noise pollution. Due to the change of use at Moss Farm, there are a few complications with the land and the effect it will have on the surrounding area. The site is in a Grade 3a/3b Agricultural Land Classification area and a Priority Habitat Inventory for coastal and floodplain grazing marsh and no main habitat but additional habitat exists. Despite not being restrictive to development, these areas will have to be sensitive to the natural environment during construction and occupation through the implementation of Local Plan Policy ENV2. The Moss Farm is also likely to increase pollution levels due to the change of use.

### Recommendations

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

## 9.5 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?

# 10 Cumulative Effects

## 10.1 Cumulative Effects of the Local Plan

The SEA Directive requires that the assessment includes identification of cumulative and synergistic effects (where the combined effects are greater than the sum of their component parts). Table 10-2 shows a summary of the assessment of the Local Plan Policies and Strategic Sites. Table 10-3 shows a summary of the assessment of the non-strategic sites for housing, and Table 10-4 shows a summary of the assessment of the non-strategic employment sites. Table 10-1 provides a summary of the predicted cumulative effects of the Plan.

Table 10-1 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 cause negative effects as demand may outweigh supply for school places. 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
<p>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.</p>	<p>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.</p>	<p>Positive and Negative</p>
<p>Whilst no heritage assets would be directly affected by the Local Plan, there is potential for unknown archaeology to be affected.</p>	<p>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.</p>	<p>Uncertain</p>
<p>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.</p>	<p>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.</p>	<p>Positive and negative</p>

Table 10-2 Summary of local plan policies and strategic sites assessment

Predicted Effect	1. Reduce crime, disorder and fear of crime	2. Improve levels of educational attainment and encourage lifelong learning	3. Improve physical and mental health for all and reduce health inequalities	4. Ensure that housing provision meets all needs	5. Protect and enhance community spirit and cohesion	6. Improve sustainable access to basic goods	7. Encourage sustainable economic growth and business development	8. Promote economic inclusion	9. Deliver urban renaissance Improve the vitality and vibrancy of town centres	10. Protect and enhance biodiversity and geodiversity	11. Protect and enhance landscape and townscape character and quality and protect tranquility Protect and enhance character and quality	12. Protect and enhance the cultural heritage resource	13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding	14. Limit and adapt to the impacts of climate change	15. Protect and improve air quality Protect and improve local air quality	16. Ensure the sustainable use of natural resources	
<b>++</b>	2	1	4	5	1	6	13	1	5	6	4	2	4	4	2	3	<b>63</b>
<b>+</b>	7	9	37	23	34	34	29	36	41	11	24	12	3	11	13	12	<b>335</b>
<b>0</b>	43	41	18	33	17	16	23	28	16	25	21	30	45	13	42	24	<b>443</b>
<b>+/-</b>	0	5	6	1	9	6	0	0	2	5	3	2	3	27	5	11	<b>79</b>
<b>?</b>	0	0	0	1	3	1	0	0	0	3	0	19	0	1	0	0	<b>28</b>
<b>-</b>	13	9	0	2	1	2	0	0	1	9	13	0	10	9	3	15	<b>83</b>
<b>--</b>	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	<b>9</b>



		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
HS-SA10	Fairways, Heeley Road, St Annes	?																												
HS-SA11	Kingsway Garage, St Annes		?																											
HS-SA12	35-37 South Promenade, St Annes																													
HS-LY4	Axa, Lytham																													
HS-SA13	23 - 33 Fairhaven Road, St Annes																													
HS-LY5	Land to the West, Ballam Road, Lytham																													
HS-SA14	Public Offices, Clifton Drive South, St Annes																													
HS-LY6	Land North of Shell Hill Farm, Saltcotes Road, Lytham																													
Fylde - Blackpool Periphery																														
HS-BP1	Land to the rear of 11-63 Westgate Road, Squires Gate																													
HS-BP2	Former Clock Garage, Preston New Road, Westby																													
HS-BP3	Land South of Bridgeside, Squires Gate																													
Warton																														
HS-WA1	Riversleigh Farm, Warton																													
HS-WA2	Nine Acres Nursery, Harbour Lane Phase 1																													

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
HS-WA3	Georges Garage, Warton	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	Green	?
Kirkham and Wesham																														
HS-WS1	Crossacres land between Weeton Road/ Fleetwood Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	Yellow	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Red	Yellow	?
HS-WS2	Arundel Lodge Nursing Home, 1 Station Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	Green	?
HS-WS3	Pennine View, Weeton Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Green	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Red	Yellow	?
HS-WS4	Former Fylde Council Offices, Derby Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Green	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	Green	?
HS-KI4	West End Residential Park, Kirkham	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Yellow	Grey	Grey	Green	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Yellow	Yellow	?
HS-KI5	Sunnybank Mill, Kirkham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	Green	?
Freckleton																														
HS-FR1	The Refuge, Ruskin Road, Freckleton	Yellow	?	Grey	Green	Grey	Yellow	Green	Yellow	Grey	Green	Yellow	Grey	Grey	Yellow	?	?	Green	Green	Green	Green	Green	Green	?	Green	Green	Yellow	Green	Green	?
HS-FR2	Land rear of High Meadows, Lower Lane, Freckleton	Yellow	?	Grey	?	Grey	Yellow	Green	Yellow	Grey	Yellow	Yellow	Grey	Grey	Green	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Yellow	Yellow	?
HS-FR3	197 Kirkham Road, North of Bypass, Freckleton	Yellow	?	Grey	?	Grey	Yellow	Green	Yellow	Grey	Yellow	Yellow	Grey	Grey	Green	?	?	Yellow	Green	Green	Yellow	Yellow	Yellow	?	Green	Green	Yellow	Green	Green	?
Staining																														
HS-ST3	Land South of Chain Lane, Staining	Yellow	?	Grey	Green	Grey	Green	Green	Yellow	Grey	?	Yellow	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Red	Yellow	?
HS-ST4	Land at Kings Close, Staining	Yellow	?	Grey	Green	Grey	Green	Green	Red	Grey	?	Yellow	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	?	Green	Green	Yellow	Red	Yellow	?

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
HS-ST5	Thornfield Caravan Park, Staining	?									?												?						?
Wrea Green																													
HS-WG1	Former Wareings, Ribby Road, Wrea Green		?	?		?					?																		
HS-WG2	Land Adj Richmond Avenue, Wrea Green		?	?		?					?																		
HS-WG3	Rear of 54 Bryning Lane, Wrea Green		?	?		?					?																		
HS-WG4	North View Farm, 22 Ribby Road, Wrea Green		?	?		?					?																		
HS-WG5	Land North of North View Farm, Wrea Green		?	?		?					?																		
Clifton																													
HS-CL1	Land North of 43 Stanagate, Clifton		?		?										?	?	?						?						?
HS-CL2	Land East of Rowan Close, Ash Lane, Clifton		?		?										?	?							?						?
Newton																													
HS-NE1	Newton Hall, School Lane, Newton		?												?	?						?							?
HS-NE2	Cobweb Barn, Oak Lane, Newton		?												?	?													?
Singleton																													
HS-SI1	Singleton Village, Singleton		?		?										?	?													?
Weeton																													
HS-WE1	The Laurels and Willow House, Mythop Road, Weeton		?		?										?	?							?						?
Greenhalgh																													

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2		
HS-GR1	The Rowans (Former Blue Anchor Inn), Fleetwood Road, Greenhalgh Phase 1 & 2	Red	?	Grey	?	Grey	Green	Green	Yellow	Grey	Yellow	Green	Grey	Grey	Green	?	?	?	Yellow	Yellow	Green	Green	Green	Green	Red	Green	?	Green	Green	Green	?
Little Eccleston																															
HS-LS1	Sunnydale Nurseries, Garstang Road, Little Eccleston	Yellow	?	Grey	Yellow	Grey	Yellow	Green	Green	Grey	Yellow	Yellow	Grey	Grey	Green	?	?	Yellow	Yellow	Green	Green	Green	Green	Green	Red	Green	?	Green	Green	Green	?

Table 10-4 Summary of non-strategic sites assessment: employment sites

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
<b>FBLP EMP1 &amp; EMP2 Sites</b>																														
	Plot D1 Site D, Cropper Close, Westby, 12/311	Grey	Grey	Red	Grey	Grey	Yellow	Green	Yellow	?	Yellow	Red	Green	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	?	Green	Green	Green	Green	Yellow
	Land off Hallam Way, Site 13C, C6 - Erection of 2 no. Industrial Units, 06/956	Grey	Grey	Red	Grey	Grey	Yellow	Green	Yellow	?	Yellow	Red	Green	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	?	Green	Green	Green	Green	Yellow

Site	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
Land off Hallam Way, Site 13C, C4 - Erection of 2 No. Industrial Units, 11/108																													
10/11 Barrow Close, Site 3, Whitehills Park, 10/702																													
Land off Barrow Close Site C1, Whitehills, Hallam Way, Site 13/c, 13/0036																													
<b>Non Designated/Allocated Sites</b>																													
Kirkham Service Station (Texaco) The Crossroads Business Centre, Blackpool Road, Kirkham, 5/06/1083, Office Units																													
Dingle Farm, Vicarage Lane, Newton, Change of use of Redundant Farm Building to Industrial Use - 5/08/340																													
Melton Grove Works, Blackpool Road, Lytham St. Annes - 5/09/848																													
Melton Grove Works, Blackpool Road, Lytham St. Annes - 5/11/295																													
Clifton House Farm, Lytham Road, Warton - 5/10/477 - 5/11/638																													
<b>Land with Planning Permission</b>																													
<b>FBLP EMP1 &amp; EMP2 Sites</b>																													

	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
Site	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2		
Site 2, Hallam Way, Whitehills Park, 07/1171 & 10/0425																														
Land at Hallam Way, Site 13/c, C2 Barrow Close, Whitehills Park, Westby, 11/141																														
<b>Non Designated/Allocated Sites</b>																														
Gorst Farm, Lodge Lane, Elswick, 11/827																														
Land to the rear of Moss Farm, Cropper Road, Westby, 12/717																														

## 10.2 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 10-5 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
Wyre Borough Council	<p>Wyre Local Plan Issues and Options (three options amount needed not set out). Objectively Assessed Need for 340-485 dwellings per annum SHMA 2014</p> <p>Safeguarding the line of the M55 Norcross Link (Blue Route) implementation through the Highways Agency.</p> <p>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</p> <p>Fylde Highways and Transport Masterplan</p>
Blackpool Council	<ul style="list-style-type: none"> <li>Blackpool Local Plan Part 1: Core Strategy 4200 dwellings to 2027</li> <li>Also 180ha 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>

Authority	Relevant Plan/Project
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>• Duelling 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 2026. 99.52ha of employment land, 2.1ha at North West Preston</li> <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> </ul> <p>Broughton By Pass (Inquiry recently into CPO).</p>

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 10-6 Cumulative Effects with Other Plans or Projects**

<b>Receptor</b>	<b>Cumulative / Synergistic Effect</b>	<b>Causes</b>	<b>Potential Trend</b>
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 and Negative
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.  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 services	Access to services and facilities for local people and visitors would be improved.	Sustainable access to services is a key feature of the Fylde, Blackpool and Wyre Local Plans and the Blackpool and Lancashire Local Transport Plans.	Positive
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  The efforts of all the plans would help to raise the image of the sub-region and attract inward investment.	Positive

Receptor	Cumulative / Synergistic Effect	Causes	Potential Trend
		The development of employment sites at the periphery of Blackpool would help to meet the aims of both authorities.	
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.  Projects such as the M55 Norcross link and the National Grid energy transmission projects (see Table 10-5) 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. 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 Air Quality Energy Efficiency Natural Resources Sustainable Transport	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 prudent use of natural resources.	Each of the Fylde and surrounding Local Plans require housing and employment 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.	Positive and negative

Receptor	Cumulative / Synergistic Effect	Causes	Potential Trend
		<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>	

# 11 Stage E: Monitoring Framework

## 11.1 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 Directive requires 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 undesirable environmental effects are identified and remedial action is implemented accordingly.

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.

## 11.2 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.

## 11.3 Proposed Monitoring Framework

Table 11-1 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 11-1 can then be updated to include targets as and when they are developed.

Table 11-1 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><i>Potential future monitoring indicators:</i></p> <p><i>Number of new development actively incorporating Secured by Design principles.</i></p> <p><i>Number of new initiatives implemented to tackle anti-social behaviour.</i></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>

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
<p>Improve physical and mental health for all and reduce health inequalities</p>	<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 opportunities for residents to pursue healthy lifestyles. 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>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>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</p> <p>New public space delivered annually</p> <p>Children’s playspace delivered annually</p> <p>Distribution of sports facilities</p> <p>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>Reduce the number of wards with LSOAs in the bottom 30% most deprived for health deprivation</p> <p>Ensure that there is at least one 20 hectare natural green space site within 2km of people’s homes</p>	<p>Index of Multiple Deprivation</p> <p>Office of National Statistics</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
Ensure that housing provision meets all needs	<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</p> <p>Dwelling stock by type and tenure</p> <p>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</p> <p>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 deprivation</p> <p>Number of homes within developments of 15 or more designed to specifically accommodate the elderly</p>	Planning Team Performance Monitoring Framework
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

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
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.	<p>Number of LSOAs in the bottom 30% most deprived for barriers to housing and services provision.</p> <p>Percentage of new dwellings built within 400m of a bus stop or 800m of a railway station.</p> <p>Amount of new residential development within 1km of 5 basic services</p> <p>Length of Public Rights of Way</p>	<p>Reduce number of wards with LSOAs in bottom 30% for barriers to housing and services provision</p> <p>Increase the percentage of areas in Fylde that are within 15 to 30 minutes by public transport of at least four key services.</p>	<p>Planning Team Performance Monitoring Framework</p> <p>Index of Multiple Deprivation</p>
<p>Encourage sustainable economic growth and business development</p> <p>Promote economic inclusion</p>	<p>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.</p> <p>Amount of development of the rural economy of the district.</p>	<p>Location of key industries and major employers.</p> <p>Economic activity rate</p> <p>Employment by sector and occupation</p> <p>Availability of employment land</p> <p>Number of wards with LSOAs in bottom 30% most deprived for employment deprivation and income deprivation</p> <p>Percentage of working age population claiming jobseekers allowance</p> <p>Employment land take-up</p>	<p>Cumulative take-up of land for employment development to plan period requirement of 56.3ha.</p> <p>To reduce number of wards with LSOAs in the bottom 30% for employment and income deprivation.</p> <p><i>Recommend that targets are developed once the plan is adopted.</i></p>	<p>Planning Team Performance Monitoring Framework</p> <p>Index of Multiple Deprivation</p>

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
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.	<p>Number and distribution of designated sites including SAC, SPA, Ramsar sites, SSSI, NNR, LNR) and BHS – monitor change in area of the sites</p> <p>Condition of SSSIs (percentage in favourable condition)</p> <p>Number of BHSs under Active Management.</p> <p>Area of habitat created</p> <p>Areas of woodland, including ancient woodland</p> <p>Woodland/farmland bird populations</p> <p>Access to greenspace</p>	<p>Maintain and improve condition of designated sites</p> <p>Increase area of habitat provided across the district</p> <p>No net loss of biodiversity</p> <p>No loss of ancient woodland as a result of new development</p> <p>Box and Harrison Nature Conservation Area standard (1ha per 1,000 population)</p> <p>Ensure that there is at least one 20 hectare natural green space site within 2km of people's homes</p>	<p>Lancashire BAP</p> <p>Planning Team Performance Monitoring Framework</p> <p>Natural England</p> <p>Lancashire County Council</p>

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
Protect and enhance landscape and townscape character and quality and protect tranquillity	<p>Effect of new development on the Borough's landscapes and townscapes.</p> <p>Integration of new development into the townscape/landscape</p> <p>Positive contribution of new development to the green infrastructure network across the Borough</p>	<p>Contextual information based upon landscape and townscape character assessments</p> <p>Amount of sport, recreation and informal open space lost to other uses (without appropriate mitigation)</p> <p>Landscape/townscape characterisation</p> <p>Development on greenfield land</p> <p><i>Some biodiversity indicators are also relevant in relation to greenspace access.</i></p>	No net loss of sport, recreation and informal open space to other uses (without appropriate mitigation).	Planning Team Performance Monitoring Framework
Protect and enhance the cultural heritage resource	Protection afforded to the Borough's heritage assets through application of the plan's policies.	<p>Number and distribution of Listed Buildings, Scheduled Ancient Monuments (SAMs), Conservation Areas and Registered Parks and Gardens.</p> <p>Number of heritage assets at risk</p> <p>Development of a Built Heritage Strategy and Action Plan for Fylde, Conservation Area Character Appraisals and a Local List of Heritage Assets</p> <p><i>Consider developing an indicator to monitor the extent to which new</i></p>	<p>Reduce number of heritage assets at risk</p> <p>Produce all documentation outlined in the plan by 2020.</p>	<p>Planning Team Performance Monitoring Framework</p> <p>Historic England</p> <p>Fylde Council Conservation Team</p>

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
		<i>development has an adverse effect on the setting of heritage assets.</i>		
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.	<p>Percentage of rivers with good/fair chemical and biological water quality</p> <p>Number of planning applications granted permission contrary to Environment Agency advice regarding flooding.</p> <p>Bathing water quality</p> <p>Number of water meters and water recycling measures installed within new developments.</p>	<p>Prevent deterioration of the status of all surface water and groundwater bodies</p> <p>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</p> <p>To meet EU bathing water standards</p> <p>No planning permissions to be granted contrary to EA advice on flooding</p>	<p>Water Framework Directive</p> <p>Bathing Waters Directive</p> <p>Environment Agency</p> <p>Planning Team Performance Monitoring Framework</p>
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.	<p>Local rail and bus patronage</p> <p>Cycle route length</p> <p>Population within 400m of a bus stop on a quality bus route</p>	<i>Targets to be developed</i>	<p>Planning Team Performance Monitoring Framework</p> <p>Lancashire County Council</p>

SA Objective	Effect to be Monitored	Indicators	Targets (to be refined and developed further once the Plan is adopted)	Potential Data Sources
	Effects on reducing travel and promoting use of public transport	<p>New dwellings within 0.5km of the district cycle path network</p> <p>Indicators used to monitor the implementation of the Local Transport Plan may also be relevant</p> <p>Number of Sustainability Statements accompanying major planning applications, with objectives implemented.</p> <p>Improvements to South Fylde Line and provision of Park and Ride at Kirkham and Wesham station</p>		
Protect and improve air quality	Effect of the plan and new development on air quality across the Borough.	<p>Number and distribution of Air Quality Management Areas (AQMAs).</p> <p>Local air quality monitoring results for nitrogen and particulates</p>	<p>No new AQMAs to be designated in the District.</p> <p>Achievement of UK Air Quality Strategy objectives for specific pollutants</p>	<p>UK Air Quality Strategy</p> <p>Fylde Council Environmental Protection team.</p>
Ensure the sustainable use of natural resources	Effects of the plan on waste management are likely to be limited but number of recycling schemes implemented as part of new development and use of recycled and secondary materials	<p>Implementation of kerbside recycling schemes</p> <p>Percentage use of secondary and recycled materials in construction of new developments</p>	Increase use of secondary and recycled materials in construction for new developments.	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
	<p>in construction projects could be monitored.</p> <p>Potential loss of mineral resources as a result of development.</p>	<p>Impact of new development on Mineral Safeguarding Areas and number of appropriate surveys taken prior to development.</p>		

## 12 Next Steps

This SA Report has now been issued for consultation alongside 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. If significant amendments are made to the document, the SA Report may also need to be updated to reflect the assessment of these amendments prior to the Local Plan being adopted.

The Revised Preferred Options Local Plan Document along with this accompanying SA Report and associated appendices will be consulted upon for a minimum of six weeks. Following the end of the consultation period the Local Plan will be revised and the SA Report will be updated.

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

Planning Policy  
Fylde Council  
Town Hall  
Lytham and St Annes  
Lancashire  
FY8 1LW

Tel: 01253 658418

Email: [planningpolicy@fylde.gov.uk](mailto:planningpolicy@fylde.gov.uk)

Website: <http://www.fylde.gov.uk/council/planning-policy--local-plan/>

Appendix A

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## Analysis of Relevant Plans, Programmes and Environmental Protection Objectives

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## Summary of International Plans

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<b>World Summit on Sustainable Development, Johannesburg (2002)</b>			
<p>The World Summit reaffirmed the international commitment to sustainable development. The aims are to:</p> <p>Accelerate the shift towards sustainable consumption and production with a 10-year framework of programmes of action</p> <p>Reverse trend in loss of natural resources</p> <p>Urgently and substantially increase the global share of renewable energy</p> <p>Significantly reduce the rate of loss of biodiversity by 2010</p>	<p>No specific targets or indicators, however key actions include:</p> <p>Greater resource efficiency</p> <p>Support business innovation and take up of best practice in technology and management</p> <p>Waste reduction and producer responsibility</p> <p>Sustainable consumer consumption and procurement</p> <p>Create a level playing field for renewable energy and energy efficiency</p> <p>New technology development</p> <p>Push on energy efficiency</p> <p>Low-carbon programmes</p> <p>Reduced impacts on biodiversity</p>	<p>The Local Plan needs to include policies that encourage resource efficiency.</p> <p>It should recognise the importance of renewable energy and the need to reduce energy consumption and improve energy efficiency.</p> <p>The Local Plan needs to include policies that encourage and contribute to the protection and enhancement of biodiversity.</p>	<p>The SA Framework should include objectives relating to renewable energy use, biodiversity protection and enhancement, and careful use of natural resources.</p> <p>It should include objectives to cover the action areas.</p>
<b>European Sustainable Development Strategy (2006)</b>			
<p>The Strategy sets out how the European Union (EU) will effectively live up to its long-standing commitment to meet the challenges of sustainable development. It reaffirms the need for</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>The Local Plan needs to take on board the key objectives,</p>	<p>The SA Framework should include objectives that</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<p>global solidarity and the importance of strengthening work with partners outside of the EU.</p> <p>The Strategy sets objectives and actions for seven key priority challenges until 2010. The priorities are:</p> <p>Climate change and clean energy</p> <p>Sustainable transport</p> <p>Sustainable consumption and production</p> <p>Conservation and management of natural resources</p> <p>Public Health</p> <p>Social inclusion, demography and migration</p> <p>Global poverty and sustainable development challenges</p>		<p>actions and priorities of the Strategy and contribute to the development of more sustainable communities by creating places where people want to live and work.</p>	<p>complement those of this Strategy.</p> <p>A cross section of objectives are required that cover a number of themes.</p>
<b>EU Seventh Environment Action Programme to 2020 (2014)</b>			
<p>The programme lists nine priority objectives and what the EU needs to do to achieve them by 2020. They are:</p> <p>to protect, conserve and enhance the Union’s natural capital</p> <p>to turn the Union into a resource-efficient, green, and competitive low-carbon economy</p> <p>to safeguard the Union’s citizens from environment-related pressures and risks to health and wellbeing</p>	<p>The programme identifies three priority areas where more action is needed to protect nature and strengthen ecological resilience, boost resource-efficient, low-carbon growth, and reduce threats to human health and wellbeing linked to pollution, chemical substances, and the impacts of climate change.</p> <p>The first action area is linked to “natural capital” – from fertile soil and productive land and seas to</p>	<p>The Local Plan needs to include policies that encompass the broad goals of the EU Plan e.g. recognising that local action needs to be taken with regard to climate change issues, protecting and</p>	<p>The SA should be mindful that documents prepared will need to conform to EU goals and aims, and should therefore include appropriate objectives, indicators</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<p>to maximise the benefits of the Union’s environment legislation by improving implementation</p> <p>to increase knowledge about the environment and widen the evidence base for policy</p> <p>to secure investment for environment and climate policy and account for the environmental costs of any societal activities</p> <p>to better integrate environmental concerns into other policy areas and ensure coherence when creating new policy</p> <p>to make the Union’s cities more sustainable</p> <p>to help the Union address international environmental and climate challenges more effectively.</p>	<p>fresh water and clean air – as well as the biodiversity that supports it. The EAP expresses the commitment of the EU, national authorities and stakeholders to speed up the delivery of the objectives of the 2020 Biodiversity Strategy and the Blueprint to Safeguard Europe’s Water Resources. There are also topics which need further action at EU and national level, such as soil protection and sustainable use of land, as well as forest resources.</p> <p>The second action area concerns the conditions that will help transform the EU into a resource-efficient, low-carbon economy. This requires:</p> <p>full delivery of the climate and energy package to achieve the 20-20-20 targets and agreement on the next steps for climate policy beyond 2020;</p> <p>significant improvements to the environmental performance of products over their life cycle;</p> <p>reductions in the environmental impact of consumption, including issues such as cutting food waste and using biomass in a sustainable way.</p> <p>The third key action area covers challenges to human health and wellbeing, such as air and water pollution, excessive noise, and toxic chemicals. The EAP sets out commitments to improve implementation of existing legislation, and to secure further reductions in air and noise pollution.</p>	<p>enhancing biodiversity and encouraging waste reduction and recycling.</p>	<p>and targets in the SA Framework.</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
	The EAP also sets out a long-term vision of a non-toxic environment and proposes to address risks associated with the use of chemicals in products and chemical mixtures, especially those that interfere with the endocrine system.		
<b>European Spatial Development Perspective (ESDP) (1999)</b>			
<p>The ESDP is based on the EU aim of achieving balanced and sustainable development, in particular by strengthening environmentally sound economic development and social cohesion. This means, in particular, reconciling the social and economic claims for spatial development with an area's ecological and cultural functions and, hence, contributing to a sustainable, and at larger scale, balanced territorial development.</p> <p>This is reflected in the three following fundamental goals of European policy:</p> <p>Economic and social cohesion</p> <p>Conservation of natural resources and cultural heritage</p> <p>More balanced competitiveness of the European territory</p>	There are no specific targets or indicators of relevance. Targets and measures are for the most part deferred to Member States.	The Local Plan needs to recognise the tensions between social, economic and environmental issues, and include policies that encourage sustainable development.	<p>The SA should include objectives that complement the principles of the ESDP.</p> <p>Care should be taken when preparing the SA to make sure it encompasses the philosophy of both national and international strategy documents.</p>
<b>Aarhus Convention (Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters) (1998)</b>			
In order to contribute to the protection of the right of every person of present and future generations to live in an environment adequate to his or her health and well-being, each Party subject to the convention shall guarantee the rights of	As this is a high level EU policy document, responsibility for implementation has been deferred to the Member States:	The development of the Local Plan needs to be a transparent process, and Fylde's	The SA should highlight that while the Local Plan will be prepared mostly

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
access to information, public participation in decision-making, and access to justice in environmental matters in accordance with the provisions of this Convention.	Each Party shall take the necessary legislative, regulatory and other measures, including measures to achieve compatibility between the provisions implementing the information, public participation and access-to-justice provisions in this Convention, as well as proper enforcement measures, to establish and maintain a clear, transparent and consistent framework to implement the provisions of this Convention.	Statement of Community Involvement identifies how stakeholder involvement will be achieved.	under the provisions of national legislation and strategies, it must still comply with principles in the Convention. The council should ensure that sufficient time is provided for consultation.
<b>United Nations (UN) Framework Convention on Climate Change (1992)</b>			
<p>The convention sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. It acknowledges that the climatic system is affected by many factors and is a shared system. Under the Convention governments have to:</p> <p>Gather and share information on greenhouse gas emissions</p> <p>Launch national strategies for climate change</p> <p>Co-operate in adapting to the impacts of climate change</p>	There are no specific targets or indicators of relevance.	The Local Plan should include policies that recognise local action needs to be taken with regard to climate change issues.	The SA Framework should include objectives, indicators and targets that relate to climate change, flooding and the need to reduce greenhouse gas emissions.
<b>Kyoto Protocol to the UN Framework Convention on Climate Change (1997)</b>			
The Kyoto protocol, adopted in 1997, reinforced the UN Framework Convention on Climate Change. It addressed the problem of anthropogenic climate change by requiring	Industrial nations agreed to reduce their collective emissions of greenhouse gases by 5.2% from 1990 levels by the period 2008 to 2012. Countries can achieve their Kyoto targets by:	The Local Plan needs to include policies that encompass the broad goals of the Kyoto Protocol, e.g.	The SA should be aware that documents prepared will need to conform to the broad goals

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
developed countries to set legally binding emission reduction targets for greenhouse gases.	<p>Reducing greenhouse gas emissions in their own country</p> <p>Implementing projects to reduce emissions in other countries</p> <p>Trading in carbon. Countries that have achieved their Kyoto targets will be able to sell their excess carbon allowances to countries finding it more difficult or too expensive to meet their targets</p>	recognising that local action needs to be taken with regard to climate change issues.	and aims, and should therefore include appropriate objectives, indicators and targets in the SA Framework.
<b>Second European Climate Change Programme (2005)</b>			
The programme builds on the First Climate Change Programme and seeks to continue to drive climate change mitigation across Europe, with the aim of limiting climate change and meeting Kyoto targets. It also seeks to promote adaptation to the effects of inevitable and predicted climate change.	<p>Most initiatives in the programme refer to EU-wide elements of policy related, for example, to emissions trading, technological specifications and carbon capture and storage.</p> <p>There are therefore no specific targets or indicators of relevance.</p>	The Local Plan should take account of the need to understand and adapt to the potential impacts of climate change such as weather extremes and river flooding.	The SA Framework should include a target to contribute towards the mitigation and adaptation of the effects of climate change.
<b>Directive to Promote Electricity from Renewable Energy (2001/77/EC)</b>			
<p>This Directive aims to promote an increase in the contribution of renewable energy sources to electricity production in the internal market for electricity and to create a basis for a future Community Framework.</p> <p>Member States are obliged to take steps to increase the consumption of electricity produced from renewable energy</p>	<p>Member States are obliged to take appropriate steps to encourage greater consumption of electricity produced from renewable energy sources.</p> <p>Global indicative target: 12% of gross national energy consumption by 2010 and 22.1% indicative</p>	The Local Plan should recognise the importance of renewable energy and the need to increase the consumption of	The SA Framework should include objectives to cover the action areas and encourage energy efficiency.

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
sources, by setting national indicative targets, in terms of a percentage of electricity consumption by 2010.	share of electricity produced from renewable energy sources in total Community electricity consumption by 2010.  UK target: renewables to account for 10% of UK consumption by 2010.	electricity produced from renewable energy sources.	
<b>European Transport Policy for 2010: A Time to Decide (2001)</b>			
This policy outlines the need to improve the quality and effectiveness of transport in Europe. A strategy has been proposed which is designed to gradually break the link between transport growth and economic growth to reduce environmental impacts and congestion. The policy advocates measures that promote an environmentally friendly mix of transport services.	There are no specific indicators or targets of relevance.	The development of the Local Plan should consider issues relating to transport and access.	The SA Framework should include objectives relating to the need for a sustainable and efficient transport system.
<b>EU Directive on Ambient Air Quality and Cleaner Air for Europe (2008/50/EC)</b>			
The Directive demonstrates a commitment to improving air quality in the EU by setting binding standards for a number of air pollutants. It merges four previous directives and one Council decision into a single directive on air quality and may also incorporate Directive 2004/107/EC relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons at a later date. It sets standards and target dates for reducing concentrations of SO <sub>2</sub> , NO <sub>2</sub> /NO <sub>x</sub> , PM <sub>10</sub> /PM <sub>2.5</sub> , CO, benzene and lead which are required to be translated into UK legislation.	Thresholds for pollutants are included in the Directives.	The Local Plan should consider the maintenance of good air quality and the measures that can be taken to improve it; for example, reducing the number of vehicle movements.	The SA Framework should include objectives that address the protection of air quality.

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
The Directive seeks to maintain ambient-air quality where it is good and improve it in other cases.			
<b>Water Framework Directive (WFD) (2000/60/EC)</b>			
<p>The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <p>(a) prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems</p> <p>(b) promotes sustainable water use based on a long-term protection of available water resources</p> <p>(c) aims at enhanced protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances</p> <p>(d) ensures the progressive reduction of pollution of groundwater and prevents its further pollution</p> <p>(e) contributes to mitigating the effects of floods and droughts</p>	<p>Objectives for surface waters:</p> <p>Achievement of good ecological status and good surface water chemical status by 2015</p> <p>Achievement of good ecological potential and good surface water chemical status for heavily modified water bodies and artificial water bodies</p> <p>Prevention of deterioration from one status class to another</p> <p>Achievement of water-related objectives and standards for protected areas</p> <p>Objectives for groundwater:</p> <p>Achievement of good groundwater quantitative and chemical status by 2015</p> <p>Prevention of deterioration from one status class to another</p> <p>Reversal of any significant and sustained upward trends in pollutant concentrations and prevent or limit input of pollutants to groundwater</p>	<p>The Local Plan should consider how the water environment can be protected and enhanced, and include policies that promote the sustainable use of water resources.</p>	<p>The SA Framework should include objectives that consider effects upon water quality and resources.</p>

<b>International Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Local Plan and SA</b>	<b>Implications for Local Plan</b>	<b>Implications for SA</b>
	Achievement of water related objectives and standards for protected areas		
<b>Drinking Water Directive (98/83/EC)</b>			
Sets standards for a range of drinking water quality parameters.	The Directive includes standards that constitute legal limits.	The Local Plan needs to recognise the effects of development on drinking water quality, and provide development and operational controls to prevent non-conformances.	The SA Framework should include objectives, indicators and targets that address water quality.
<b>Nitrates Directive (91/676/EEC)</b>			
<p>This Directive has the objective of:</p> <p>Reducing water pollution caused or induced by nitrates from agricultural sources</p> <p>Preventing further such pollution</p>	The Directive provides guidelines for monitoring nitrate levels for the purpose of identifying vulnerable zones.	The Local Plan should include policies that seek to protect water resources.	The SA Framework should include objectives that seek to protect environmental quality and promote enhancements.
<b>Directive on the Assessment and Management of Flood Risks (2007/60/EC)</b>			

<b>International Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Local Plan and SA</b>	<b>Implications for Local Plan</b>	<b>Implications for SA</b>
<p>This Directive aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. It requires Member States to assess whether all water courses and coastlines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas, and to take adequate and coordinated measures to reduce this flood risk.</p> <p>The Directive shall be carried out in co-ordination with the WFD, most notably through flood risk management plans and river basin management plans, and also through co-ordination of the public participation procedures in the preparation of these plans.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should consider potential flood risk, and prevent development within floodplains.</p>	<p>The SA Framework should include objectives that promote the reduction and management of flood risk.</p>
<b>UN Convention on Biological Diversity (1992)</b>			
<p>This was one of the main outcomes of the 1992 Rio Earth Summit. The key objectives of the Convention are:</p> <p>The conservation of biological diversity</p> <p>The sustainable use of its components</p> <p>The fair and equitable sharing of the benefits arising from the use of genetic resources</p> <p>The achievement of the objectives in the Convention relies heavily upon the implementation of action at the national level.</p>	<p>The Convention aims to halt the worldwide loss of animal and plant species and genetic resources and save and enhance biodiversity.</p>	<p>It is essential that the development of the Local Plan should consider biodiversity protection.</p>	<p>The SA Framework should include objectives relating to the protection of biodiversity.</p>
<b>Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)</b>			

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<p>The principle objectives of the Convention are to conserve wild flora and fauna and their natural habitats, especially those species and habitats whose conservation requires the co-operation of several States, and to promote such co-operation. Particular emphasis is given to endangered and vulnerable species, including migratory species.</p> <p>In order to achieve this the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.</p> <p>Each Contracting Party is obliged to:</p> <p>Promote national policies for the conservation of wild flora, wild fauna and natural habitats, with particular attention to endangered and vulnerable species, especially endemic ones, and endangered habitats, in accordance with the provisions of this Convention</p> <p>Have regard to the conservation of wild flora and fauna in its planning and development policies and in its measures against pollution</p> <p>Promote education and disseminate general information on the need to conserve species of wild flora and fauna and their habitats</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan must take into account the habitats and species that have been identified under the Convention, and should include provision for the preservation, protection and improvement of the quality of the environment as appropriate.</p>	<p>The SA Framework should take into account the conservation provisions of the Convention, including provision for the preservation and protection of the environment.</p>
<b>Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)</b>			
<p>The Convention is an intergovernmental treaty under the UN Environment Programme. The aim is for contracting parties to work together to conserve terrestrial, marine and avian</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan must take into account the habitats and species</p>	<p>The SA Framework should include</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<p>migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species.</p> <p>The overarching objectives set for the Parties are:</p> <p>Promote, co-operate in and support research relating to migratory species</p> <p>Endeavour to provide immediate protection for migratory species included in Appendix I</p> <p>Endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II</p>		that have been identified under this directive, and should include provision for their protection, preservation and improvement.	objectives protecting biodiversity.
<b>EU Birds Directive (2009/147/EC)</b>			
The directive recognises that habitat loss and degradation are the most serious threats to the conservation of wild birds. The Directive places great emphasis on the protection of habitats for endangered as well as migratory species (listed in Annex I), especially through the establishment of a coherent network of Special Protection Areas (SPAs) comprising all the most suitable territories for these species.	There are no specific targets or indicators of relevance.	The development of the plan must consider the preservation / enhancement of biodiversity resources including the protection of bird species.	The SA Framework should include sustainability objectives, indicators and targets for the preservation /enhancement of biodiversity resources.
<b>Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (92/43/EEC)</b>			
Directive seeks to conserve natural habitats, and wild fauna and flora within the EU.	Member States are required to take measures to maintain or restore at favourable conservation status, natural habitats and species of Community importance. This includes Special Areas of	The Local Plan must take into account the habitats and species that have been	The SA should include the conservation provisions of the

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
	<p>Conservation and SPAs and it is usually accepted as also including Ramsar sites (European Sites).</p> <p>Plans that may adversely affect the integrity of European sites may be required to be subject to Appropriate Assessment under the Directive.</p>	<p>identified under the Directive, and should include provision for the preservation, protection and improvement of the quality of the environment as appropriate.</p>	<p>Directive, and include objectives that address the protection of biodiversity.</p> <p>When required, a Habitats Regulations Assessment Screening exercise should be undertaken.</p>
<b>EU Biodiversity Strategy (1998)</b>			
<p>The Strategy aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source, which will help both to reverse present trends in biodiversity decline and to place species and ecosystems, including agro-ecosystems, at a satisfactory conservation status, both within and beyond the territory of the EU.</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>It is essential that the development of the Local Plan should consider biodiversity protection.</p>	<p>The SA Framework should include sustainability objectives, indicators and targets for biodiversity.</p>
<b>European Landscape Convention (2000)</b>			
<p>The aims are to promote European landscape protection, management and planning, and to organise European co-operation on landscape issues. The Convention is part of the Council of Europe's work on natural and cultural heritage, spatial planning, environment and local self-government, and establishes the general legal principles which should serve as a</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>The Local Plan needs to consider the preservation and enhancement of the landscape.</p>	<p>The SA Framework should include objectives that relate to landscape protection.</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
<p>basis for adopting national landscape policies and establishing international co-operation in such matters.</p> <p>The UK is a signatory to this Convention and is committed to its principles.</p>			
<b>UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)</b>			
<p>The Convention requires that cultural and natural heritage is identified, protected, conserved, presented and transmitted to future generations. It also requires that effective and active measures are taken to protect and conserve cultural and natural heritage.</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>The Local Plan needs to consider preservation and enhancement of cultural and natural heritage.</p>	<p>The SA Framework should include objectives relating to the protection of historic and natural resources.</p>
<b>Waste Framework Directive (2008/98/EC)</b>			
<p>This replaces the old Waste Framework Directive (2006/12/EC). The aims of this Directive are:</p> <p>To provide a comprehensive and consolidated approach to the definition and management of waste.</p> <p>To shift from thinking of waste as an unwanted burden to a valued resource and make Europe a recycling society.</p> <p>To ensure waste prevention is the first priority of waste management.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should seek to promote the key objectives of prevention, recycling and processing of waste, conversion of waste to usable materials, and energy recovery.</p>	<p>The SA needs to incorporate objectives, indicators and targets that address waste issues, e.g. minimisation and re-use etc.</p>

International Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Local Plan and SA	Implications for Local Plan	Implications for SA
To provide environmental criteria for certain waste streams, to establish when a waste ceases to be a waste (rather than significantly amending the definition of waste).			
<b>Directive on the Landfill of Waste (99/31/EC)</b>			
The Directive is intended, by way of stringent operational and technical requirements on the waste and landfills, to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.	<p>The Directive establishes guidelines and targets for the quantities or biodegradable waste being sent to landfill.</p> <p>The key targets set to be achieved within set timeframes from the start year. Some of these are now out of date and are therefore not included.</p> <p>With 2001 as the start year:</p> <p>By approximately 2016, biodegradable municipal waste going to landfills must be reduced to 35%.</p>	Any landfills, or land for which landfilling is proposed, must comply with this Directive, local and regional waste policy, and waste procedures set out by the competent authority.	The SA Framework should incorporate the principles of this Directive in conjunction with the Waste Framework Directive, as well as local and regional waste policy.
<b>Packaging and Packaging Waste Directive (94/62/EC) (as amended by 2004/12/EC and 2005/20/EC)</b>			
This Directive covers all packaging placed on the market in the Community and all packaging waste, whether it is used or released at industrial, commercial, office, shop, service, household or any other level, regardless of the material used. The Directive provides that the Member States shall take measures to prevent the formation of packaging waste, which may include national programmes and may encourage the reuse of packaging.	The Directive states that Member States must introduce systems for the return and/or collection of used packaging to attain certain targets. However, all targets are now out of date and are therefore not included.	Although this Directive dictates national legislation, the Local Plan should include policies that encourage better waste management.	The SA Framework should be consistent with the waste management principles of this policy.

## Summary of National Plans

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
UK Sustainable Development Strategy: Securing the Future (2005) and the UK's Shared Framework for Sustainable Development, One Future – Different Paths (2005)			
<p>The strategy for sustainable development aims 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 of future generations.</p> <p>As a result of the 2004 consultation to develop new UK sustainable development strategy the following issues have been highlighted as the main priority areas for immediate action:</p> <p>Sustainable consumption and production - working towards achieving more with less</p> <p>Natural resource protection and environmental enhancement - protecting the natural resources on which we depend</p> <p>From local to global: building sustainable communities creating places where people want to live and work, now and in the future</p> <p>Climate change and energy - confronting the greatest threat</p> <p>In addition to these four priorities changing behaviour also forms a large part of the Government's thinking on sustainable development.</p>	<p>Because the UK sustainable development strategy aims to direct and shape policies, it is difficult to list the specific objectives of the strategy. The following principles will be used to achieve the sustainable development purpose, and have been agreed by the UK Government, Scottish Executive, Welsh Assembly Government (WAG), and the Northern Ireland Administration:</p> <p>Living within environmental limits</p> <p>Ensuring a strong, healthy, and just society</p> <p>Achieving a sustainable economy</p> <p>Promoting good governance</p> <p>Using sound science responsibly</p> <p>There are no specific targets within the Strategy, although it makes reference to targets set in related PSA and other relevant policy statements.</p> <p>Success against the objectives will be measured against 68 high level UK Government strategy indicators. The most relevant are:</p>	<p>The Local Plan needs to take on board the key objectives of the strategy and contribute to the development of more sustainable communities by creating places where people want to live and work.</p>	<p>The SA Framework should include objectives, indicators and targets that complement those of this strategy.</p>

**National Plans**

Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p><b>Greenhouse gas emissions:</b> Kyoto target and carbon dioxide (CO<sub>2</sub>) emissions</p> <p><b>CO<sub>2</sub> emissions by end user:</b> industry, domestic, transport (excluding international aviation), other</p> <p><b>Renewable electricity:</b> renewable electricity generated as a % of total electricity</p> <p><b>Energy supply:</b> UK primary energy supply and gross inland energy consumption</p> <p><b>Water resource use:</b> total abstractions from non-tidal surface and ground water sources</p> <p><b>Waste arisings</b> by (a) sector (b) method of disposal</p> <p><b>Bird populations:</b> bird population indices (a) farmland birds (b) woodland birds (c) birds of coasts and estuaries (d) wintering wetland birds</p> <p><b>Biodiversity conservation:</b> (a) priority species status (b) priority habitat status</p> <p><b>River quality:</b> rivers of good (a) biological (b) chemical quality</p> <p><b>Air quality and health:</b> (a) annual levels of PM<sub>10</sub> and O<sub>3</sub> (b) days when air pollution is moderate or higher</p>		

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>Sustainable Communities: Building for the Future (2003)</b>			
<p>This action programme marks a step change in the policies for delivering sustainable communities for all. The plan allies measures to tackle the housing provision mis-match between the South-East and parts of the North and the Midlands, with more imaginative design and the continuation of an agreeable and convenient environment.</p> <p>It is part of the Government's wider drive to raise the quality of life in our communities through increasing prosperity, reducing inequalities, increasing employment, better public services, better health and education, tackling crime and anti-social behaviour, and much more. It reflects our key principles for public service reform: raising standards, devolving and delegating decision-making, providing greater flexibility over use of resources and choice for customers. The main elements are:</p> <p>Sustainable communities</p> <p>Step change in housing supply</p> <p>New growth areas</p> <p>Decent homes</p> <p>Countryside and local environment</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>The Local Plan should encourage housing to be addressed by local partnerships as part of wider strategy of neighbourhood renewal and sustainable communities. It should encourage environmental enhancement to be central to regeneration solutions.</p> <p>It should also encourage restoration and management of brownfield land, have due regard for landscape character and encourage green space networks.</p>	<p>The SA should:</p> <p>acknowledge local action to meet local needs;</p> <p>recognise that housing should be provided for all sections of society;</p> <p>recognise that environmental improvements can improve quality of life;</p> <p>ensure that affordable housing is provided where there is need.</p> <p>The SA Framework should be reviewed against these objectives.</p>
<b>Planning Act 2008</b>			

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<p>The Act created amendments to the functioning of the planning system, following recommendations from the Barker Review first proposed in the 2007 White Paper: Planning for a Sustainable Future. The two principal changes are:</p> <p>The establishment of an Infrastructure Planning Commission to make decisions on nationally significant infrastructure projects.</p> <p>Creation of the Community Infrastructure Levy, a charge to be collected from developers by local authorities for the provision of local and sub-regional infrastructure.</p>	There are no specific targets or indicators of relevance.	The preparation of the Local Plan should consider the recommended actions in this document.	The SA should consider the means by which the measures in the Act may enable the Local Plan to contribute towards sustainable development
<b>Environmental Quality in Spatial Planning (2005)</b>			
This document was jointly published by The Countryside Agency, English Heritage, English Nature and the EA. It provides guidance to help in the preparation of LDFs, by ensuring incorporation of the natural, built and historic environment, and rural issues in plans and strategies.	There are no specific targets or indicators of relevance.	The preparation of the Local Plan should consider the recommended actions in this document.	The SA should take into consideration the issues raised and ensure that objectives are developed that cover relevant aspects of the built and natural environment.
<b>World Class Places: The Government's Strategy for Improving Quality of Place (2009)</b>			
The Strategy identifies the benefits of creating well-designed places, including elements of spatial planning, urban design, architecture, green infrastructure and community involvement. It seeks to promote the consideration of place at all levels of	The majority of actions reflect how the Government will take forward the strategy and use it in the creation of new guidance and to direct its	The Local Plan should seek to reinforce and promote a sense of place, particularly in	The SA Framework should recognise the importance of developing a high quality built

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>planning. An Action Plan accompanying the Strategy sets out the following seven broad objectives</p> <p>1: Strengthen leadership on quality of place at the national and regional level</p> <p>2: Encourage local civic leaders and local government to prioritise quality of place</p> <p>3: Ensure relevant government policy, guidance and standards consistently promote quality of place and are user-friendly</p> <p>4: Put the public and community at the centre of place-shaping</p> <p>5: Ensure all development for which central government is directly responsible is built to high design and sustainability standards and promotes quality of place</p> <p>6: Encourage higher standards of market-led development</p> <p>7: Strengthen quality of place skills, knowledge and capacity</p>	<p>interactions with relevant agencies. However, of particular relevance are:</p> <p>2.3: Working with local authorities to achieve high quality development</p> <p>2.5: Establishing an award scheme for high quality places</p> <p>4.1: Encouraging public involvement in shaping the vision for their area and the design of individual schemes</p> <p>4.2: Ensuring the citizens and service users are engaged in the design and development of public buildings</p> <p>4.3: Encouraging community involvement in ownership and management of the public realm and community facilities</p> <p>4.4: Promoting public engagement in creating new homes and neighbourhoods</p> <p>6.1: Encouraging local authorities to set clear quality of place ambitions in their LDFs</p> <p>7.1: Strengthening advisory support on design quality for local authorities, the wider public sector and developers</p>	<p>key regeneration areas. High standards of design and public consultation should be encouraged.</p>	<p>environment and promoting high levels of community involvement.</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
	7.2: Encouraging local authorities to share planning, design, conservation and related expertise		
<b>Rural Strategy (2004)</b>			
<p>The Strategy carries forward the Government's vision, of sustainable rural communities in which economic, social and environmental issues are all taken into account. It identifies three key priorities for rural policy, and explains the modernised delivery arrangements. The following priorities will inform the Government's rural policy for the next three to five years and the modernised delivery arrangements that will drive progress forward:</p> <p>1. Economic and Social Regeneration – supporting enterprise across rural England, but targeting greater resources at areas of greatest need.</p> <p>2. Social Justice for All – tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people.</p> <p>3. Enhancing the Value of our Countryside – protecting the natural environment for this and future generations.</p>	There are no specific indicators or targets of relevance.	The Local Plan needs to recognise the importance of developing and enhancing the rural parts of the Borough.	The SA should consider the rural areas.
<b>The Countryside in and Around Towns: A vision for connecting town and country in the pursuit of sustainable development (2005)</b>			
<p>This document was jointly published by the Countryside Agency and Groundwork, in 2005.</p> <p>It presents a new vision for the countryside in and around England's towns and cities. The vision is to reduce the</p>	There are no specific targets or indicators of relevance.	The Local Plan needs to complement the aims of the strategy and seek to develop	The SA Framework should include objectives, indicators and targets that seek to promote

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
pressures that urban life places on the local and global environment - <i>'the need to ensure a high quality of life for all while at the same time reducing our collective impact on the resources we share'</i> .		sustainable communities.	sustainable communities and protect both the urban and rural environment.
<b>Sustainable Communities, Settled Homes, Changing Lives – A Strategy for Tackling Homelessness (ODPM) (2005)</b>			
<p>The key actions of the strategy for addressing homelessness are:</p> <p>Preventing homelessness</p> <p>Providing support for vulnerable people</p> <p>Tackling the wider causes and symptoms of homelessness</p> <p>Helping more people move away from rough sleeping</p> <p>Providing more settled homes</p> <p>For each of the above points a series of actions are identified.</p>	<p>Key target:</p> <p>Halve the number of households living in temporary accommodation by 2010</p>	<p>The Local Plan needs to recognise the causes of homelessness and seek to implement policies that will reduce the number of people sleeping rough.</p>	<p>The SA Framework should include objectives that address housing issues including homelessness.</p>
<b>Climate Change Act (2008)</b>			
<p>The Act commits the UK to action in mitigating the impacts of climate change. It has two key aims:</p> <p>To improve carbon management, helping the transition towards a low-carbon economy</p>	<p>Relevant commitments within the Act are:</p> <p>The creation of a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad</p>	<p>The Local Plan should ensure that policies are in place to encourage the reduction in CO<sub>2</sub> emissions whilst promoting</p>	<p>The SA Framework should include objectives that address climate change issues including flooding and the need to reduce</p>

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
To demonstrate UK leadership internationally, signalling a commitment to take our share of responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in December 2009 [and beyond].	<p>(against 1990 levels). Also a reduction in emissions of at least 34% by 2020.</p> <p>A carbon budgeting system which caps emissions over 5-year periods.</p> <p>The creation of the Committee on Climate Change - to advise the Government on the level of carbon budgets and on where cost-effective savings can be made.</p> <p>The inclusion of International aviation and shipping emissions in the Act or an explanation to Parliament why not - by 31 December 2012.</p> <p>Further measures to reduce emissions, including: powers to introduce domestic emissions trading schemes more quickly and easily through secondary legislation; measures on biofuels; powers to introduce pilot financial incentive schemes in England for household waste; powers to require a minimum charge for single-use carrier bags (excluding Scotland).</p> <p>New powers to support the creation of a Community Energy Savings Programme.</p>	sustainable economic growth.	greenhouse gas emissions.
<b>Climate Change – The UK Programme 2006: Tomorrow's Climate Today's Challenge</b>			
The 2006 Programme represents a progression from the 2000 version and a progressive tightening of emissions control	Targets are superseded by 2008 Climate Change Act. There are therefore none of relevance.	It should be ensured that the key principles of the Strategy are	The SA Framework should include objectives that

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>targets. Although these are now superseded, the principles behind the Programme are:</p> <p>The need to take a balanced approach with all sectors and all parts of the UK playing their part</p> <p>The need to safeguard, and where possible enhance, the UK's competitiveness, encourage technological innovation, promote social inclusion and reduce harm to health</p> <p>The need to focus on flexible and cost effective policy options which will work together to form an integrated package</p> <p>The need to take a long-term view, looking to targets beyond the first Kyoto commitment period and considering the need for the UK to adapt to the impacts of climate change</p> <p>The need for the Programme to be kept under review</p> <p>The Programme sets out the measures to reduce greenhouse gas emissions in six broad sectors: energy supply, business, transport, domestic, agriculture, forestry and land management and public and local government.</p>		<p>considered in the preparation of the Local Plan and that these factors are addressed.</p>	<p>complement the priorities and principles of this Strategy.</p>
<b>Stern Review of the Economics of Climate Change (2006)</b>			
<p>The review examines the evidence on the economic impacts of climate change and explores the economics of stabilising greenhouse gases in the atmosphere. The second part of the review considers the complex policy challenges involved in managing the transition to a low-carbon economy and in</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should ensure that policies are in place to encourage the reduction in CO<sub>2</sub> emissions whilst</p>	<p>The SA Framework should include an objective relating to the reduction in</p>

National Plans			
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<p>ensuring that societies are able to adapt to the consequences of climate change.</p> <p>The document clearly identifies that adaptation is the only available response for impacts that will occur over the next few decades.</p>		<p>promoting sustainable economic growth.</p>	<p>greenhouse gas emissions.</p>
<b>UK Low Carbon Transition Plan – National Strategy for Climate Change and Energy (2009)</b>			
<p>The UK Low Carbon Transition Plan plots how the UK will meet the 34% cut in emissions on 1990 levels by 2020, set out in the budget.</p>	<p>By 2020:</p> <p>More than 1.2 million people will be in green jobs.</p> <p>7 million homes will have benefited from whole house makeovers, and more than 1.5 million households will be supported to produce their own clean energy.</p> <p>Around 40% of electricity will be from low-carbon sources, from renewables, nuclear and clean coal.</p> <p>The UK will import half the amount of gas that it otherwise would.</p> <p>The average new car will emit 40% less carbon than now.</p>	<p>It should be ensured that the key principles of the Strategy are considered in the preparation of the Local Plan and that these factors are addressed.</p>	<p>The SA Framework should include objectives that complement the priorities and principles of this Strategy.</p>
<b>Climate change and biodiversity adaptation: the role of the spatial planning system – a Natural England commissioned report (2009)</b>			
<p>The report examines ways in which the land use planning system can help biodiversity adapt to climate change. Strategies are identified that enable LDFs to deliver against</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Development of the Local Plan should include</p>	<p>The SA should refer to specific guidance in the document for</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>the Department for Food, Environment and Rural Affairs' (Defra) 12 core adaptation goals:</p> <p>Conserve existing biodiversity</p> <p>1a Conserve protected areas and other high quality habitats</p> <p>1b Conserve range and ecological variability of habitats and species</p> <p>Reduce sources of harm not linked to climate</p> <p>Develop ecologically resilient and varied landscapes</p> <p>3a Conserve and enhance local variation within sites and habitats</p> <p>3b Make space for the natural development of rivers and coasts</p> <p>Establish ecological networks through habitat protection, restoration and creation</p> <p>Make sound decisions based on analysis</p> <p>5a Thoroughly analyse causes of change</p> <p>5b Respond to changing conservation priorities</p> <p>6 Integrate adaptation and mitigation measures into conservation management, planning and practice</p>		<p>recommendations from this report</p>	<p>using SA to improve the ability of biodiversity to adapt to climate change.</p>

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<b>Planning for Climate Change – Guidance and Model Policies for Local Authorities (2010)</b>			
<p>The document has been produced by the Planning and Climate Change Coalition, a group of organisations seeking to ensure that the planning system responds effectively to the climate challenge.</p> <p>The guide is designed to provide clarity and guidance to local authorities and Local Enterprise Partnerships on how best to plan for climate change, both in terms of reducing CO<sub>2</sub> emissions, and adapting to future climatic conditions.</p> <p>Guidance is provided on developing both strategic and development control policies.</p>	<p>There are no specific targets or indicators of relevance, other than to support local authorities in mitigating and adapting to climate change.</p>	<p>The guidance should be followed when developing policies within the Local Plan that address climate change issues.</p>	<p>The SA should examine the likely effectiveness of the Local Plan in mitigating and adapting to climate change. Such judgements should be made with reference to the guidance.</p>
<b>Energy White Paper: Meeting the Energy Challenge (2007)</b>			
<p>This White Paper sets out a framework for action to address the following long-term energy challenges, and helps to manage the risks:</p> <p>Tackling climate change by reducing CO<sub>2</sub> emissions both within the UK and abroad</p> <p>Ensuring secure, clean and affordable energy as we become increasingly dependent on imported fuel</p> <p>This paper sets out the Government's international and domestic energy strategy (based upon existing policies) to address the long-term energy challenges and deliver the four energy policy goals [set out in the 2003 Energy White Paper].</p>	<p>Targets are superseded by 2008 Climate Change Act. There are therefore none of relevance.</p>	<p>The Local Plan should ensure that policies are in place to encourage the reduction in CO<sub>2</sub> emissions whilst promoting sustainable economic growth.</p>	<p>The SA Framework should include an objective relating to the reduction in greenhouse gas emissions.</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<b>Energy Act 2011</b>			
<p>The Act sets out new legislation to:</p> <p>Reflect the availability of new technologies (such as CCS and emerging renewable technologies)</p> <p>Correspond with our changing requirements for security of supply infrastructure (such as offshore gas storage)</p> <p>Ensure adequate protection for the environment and the tax payer as our energy market changes.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The plan should ensure that policies are in place to encourage the reduction in CO<sub>2</sub> emissions whilst promoting sustainable economic growth.</p>	<p>The SA Framework should include an objective relating to minimising greenhouse gas emissions.</p>
<b>Nuclear Decommissioning Authority Strategy (2006)</b>			
<p>The Strategy is relevant insofar as it sets out the high level policy aims for decommissioning the Springfields nuclear fuel manufacturing plant east of Kirkham and Wesham. These include environmental commitments.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should consider the implications of the decommissioning of Springfields in terms of future use of the site and impacts on employment and the economy.</p>	<p>The SA should include the decommissioning of the plant as part of the future projection of baseline conditions.</p>
<b>Delivering a Sustainable Transport System (2008)</b>			
<p>The document explains how the strategic aims set out in 'Towards a Sustainable Transport System' (2007) will be translated into policy and practical actions. It takes on</p>	<p>The document does not contain specific targets or indicators, but rather sets out broad strategic priorities at a national level. Nonetheless, the goals</p>	<p>The Local Plan should recognise the importance of safe, reliable and efficient transport systems to</p>	<p>The SA Framework should ensure inclusion of objectives that</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>recommendations contained in the Eddington transport study and the Stern Review. The 5 goals are:</p> <p>to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;</p> <p>to reduce transport's emissions of CO<sub>2</sub> and other greenhouse gases, with the desired outcome of tackling climate change;</p> <p>to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;</p> <p>to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and</p> <p>to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.</p>	<p>provide a framework for local as well as national action.</p>	<p>economic and social wellbeing. The sustainability impacts of transport should also be fully understood.</p>	<p>promote sustainable transport.</p>
<p><b>Low Carbon Transport: A Greener Future - A Carbon Reduction Strategy for Transport (2009)</b></p>			
<p>The Strategy sets out how the transport sector will meet its emissions reduction obligations and contribute to the Government's overall policy on climate change as set out in the Climate Change Act 2008.</p>	<p>The Strategy does not contain its own targets; rather it sets out how those committed to elsewhere, notably in the Climate Change Act 2008, will be met by the transport sector and what actions the Government will take to see they are met.</p>	<p>The Local Plan should promote low-carbon transport options for passengers and freight. This should require the promotion of new and emerging technology and a</p>	<p>The SA should seek the promotion of low-carbon forms of transport.</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
		modal shift in transport choices.	
<b>Wildlife and Countryside Act (1981) (as amended)</b>			
<p>The Act still forms the basis of conservation legislation in Great Britain, although it has been much modified.</p> <p>Schedules 5 and 8 of the Act detail lists of legally protected wild animals and plants respectively. These are updated every five years.</p>	There are no specific targets or indicators of relevance.	The Local Plan must ensure that the requirements of the Act are complied with and that designated species are protected.	The SA Framework should include objectives relating to the protection and enhancement of biodiversity resources.
<b>The Conservation of Habitats and Species Regulations (2010)</b>			
<p>These Regulations make provision for the purpose of implementing, for Great Britain, Council Directive 92/43/EEC[8] on the conservation of natural habitats and of wild fauna and flora.</p> <p>They replace and update the Conservation (Natural Habitats, &amp;c.) Regulations 1994 (as amended) in England and Wales (and to a limited degree, Scotland - as regards reserved matters).</p>	There are no specific targets or indicators of relevance.	It is essential that the development of the Local Plan should consider biodiversity protection.	The SA Framework should include objectives relating to the protection and enhancement of biodiversity resources.
<b>The Countryside and Rights of Way (CRoW) Act (2000) and DETR Circular 04/2001</b>			
The purpose of the Act is to create a new statutory right of access on foot to certain types of open land, to modernise the public rights of way system, to strengthen nature conservation	There are no specific targets or indicators of relevance.	It is essential that the development of the Local Plan should	The SA Framework should include objectives relating to the protection and enhancement of

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
legislation, and to facilitate better management of Areas of Outstanding Natural Beauty (AONBs).		consider biodiversity protection.	biodiversity resources.
<b>The Natural Environment and Rural Communities Act (2006)</b>			
<p>The act created Natural England and the Commission for Rural Communities and, amongst other measures, it extended the biodiversity duty set out in the CRoW Act to public bodies and statutory undertakers to ensure due regard to the conservation of biodiversity.</p> <p>The Duty is set out in Section 40 of the Act, and states that every public authority must, in exercising its functions, have regard to the purpose of conserving biodiversity.</p> <p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.</p>	There are no specific targets or indicators of relevance.	It is essential that the development of the Local Plan should consider biodiversity protection.	The SA Framework should include objectives relating to the protection and enhancement of biodiversity resources.
<b>The Guidance for Local Authorities on Implementing the Biodiversity Duty (2007)</b>			
This guidance was issued by Defra and WAG to assist local authorities in fulfilling their Biodiversity Duty.	<p>The guidance references a biodiversity indicator to measure local authority performance, which is based on four sub-indicators relating to:</p> <p>The management of local authority landholdings (e.g. % of landholdings managed to a plan which seeks to maximise the sites' biodiversity potential).</p>	It is essential that the development of the Local Plan considers the provisions of the biodiversity duty.	The SA Framework should include objectives relating to the protection and enhancement of biodiversity resources.

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>The condition of local authority managed Sites of Special Scientific Interest (SSSIs) (e.g. % of SSSI in 'favourable' or 'unfavourable recovering' condition).</p> <p>The provision of accessible greenspace.</p> <p>The effect of development control decisions on designated sites (e.g. change in designated sites as a result of planning permissions).</p>		
<b>Conserving Biodiversity – The UK Approach (2007) and Biodiversity Indicators in Your Pocket (2007)</b>			
<p>The document sets out an approach to biodiversity conservation that is designed to meet the commitment to halt the loss of biodiversity by 2010 but also to guide action into the second decade of the 21<sup>st</sup> Century.</p> <p>The statement emphasises an ecosystem approach. There is a close relationship between ecosystems and human well-being and there is a need to take action to reverse ecosystem degradation by addressing the key drivers and valuing ecosystem services. There is a need to maintain, create and restore functional combinations of habitats.</p> <p>The shared priorities for action are:</p> <p>Protecting the best sites for wildlife</p> <p>Targeting action on priority species and habitats</p>	<p>In June 2007 the UK Biodiversity Partnership published 18 indicators in <i>Biodiversity Indicators in Your Pocket</i> that can be used to monitor biodiversity progress across the UK. They will be used as part of a wider evidence base to determine whether the target to halt biodiversity loss is being achieved. Some of the relevant indicators include:</p> <p>Trends in populations of selected species of birds and butterflies</p> <p>UK Biodiversity Action Plan (BAP) Priority Species &amp; Habitats</p> <p>Protected areas</p> <p>Sustainable woodland management</p> <p>Area of agri-environment land</p>	<p>It is essential that the development of the Local Plan should consider biodiversity protection.</p>	<p>The SA Framework should include objectives relating to the protection of biodiversity resources.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making.</p> <p>Engaging people and encouraging behaviour change</p> <p>Developing and interpreting the evidence base</p> <p>Ensuring that the UK plays a proactive role in influencing the development of Multilateral Environmental Agreements and contributes fully to their domestic delivery.</p>	<p>Sustainable fisheries</p> <p>Ecological impact of air pollution</p> <p>Invasive species</p> <p>Habitat connectivity</p> <p>River quality</p>		
<b>Biodiversity 2020: A strategy for England's wildlife and ecosystem services</b>			
<p>The strategy builds on the Natural Environment White Paper and provides a comprehensive picture of how international and EU commitments will be implemented. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.</p> <p>The mission for this strategy, for the next decade, is:</p> <p><i>'To halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.'</i></p> <p>With reference to 'planning and development' the strategy's priority action is to, <i>'through reforms of the planning system, take a strategic approach to planning for nature within and</i></p>	<p>Indicators are provided under the following strategy priority area headings:</p> <p>A more Integrated large-scale approach to conservation on land and at sea</p> <p>Putting people at the heart of biodiversity policy</p> <p>Reducing environmental pressures</p> <p>Improving our knowledge</p>	<p>The Local Plan should support the strategy's mission.</p>	<p>The SA Framework should include sustainability objectives, indicators and targets that reflect the approach within the strategy.</p>

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<i>across local areas. This approach will guide development to the best locations, encourage greener design and enable development to enhance natural networks. We will retain the protection and improvement of the natural environment as core objectives of the planning system.'</i>			
<b>UK Biodiversity Action Plan (1994)</b>			
<p>The overall goal of the UK BAP is '<i>To conserve and enhance biological diversity within the UK and to contribute to the conservation of global biodiversity through all appropriate mechanisms</i>'.</p> <p>Its underlying principles are:</p> <p>Sustainable use of biological resources</p> <p>Wise use should be ensured for non-renewable resources</p> <p>Individual and community involvement is required in the conservation of biodiversity as well as Governmental processes</p> <p>Conservation of biodiversity should be an integral part of Government programmes, policy and action</p> <p>A sound knowledge base is required</p> <p>The precautionary principle should guide decisions</p> <p>The objectives for conserving biodiversity are:</p>	<p>The plan contains 1150 species and 65 habitats that have been listed as priorities for conservation action under the UK BAP.</p> <p>Specific targets are established for each of these action plans which are considered too detailed for this review.</p>	<p>It is essential that the development of the Local Plan should consider biodiversity protection.</p>	<p>The SA Framework should include objectives relating to the protection of biodiversity resources.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To conserve and where practicable to enhance:</p> <p>the overall populations and natural ranges of native species and the quality and range of wildlife habitats and ecosystems</p> <p>internationally important and threatened species, habitats and ecosystems</p> <p>species, habitats and natural and managed ecosystems that are characteristic of local areas</p> <p>the biodiversity of natural and semi-natural habitats where this has been diminished over recent past decades</p> <p>To increase public awareness of, and involvement in, conserving biodiversity.</p> <p>To contribute to the conservation of biodiversity on a European and global scale.</p>			
<b>Biodiversity by Design: A Guide for Sustainable Communities (Town and Country Planning Association) (2004)</b>			
<p>The aim of the guide is to provide guidance on how to maximise the opportunities for biodiversity in the planning and design of sustainable communities. The guidance is designed to apply at a variety of scales from whole sub-region growth points, to neighbourhood schemes.</p>	<p>This is a guidance document and therefore does not set targets or suggest indicators</p>	<p>The development of the Local Plan should require biodiversity and green infrastructure design principles for new developments.</p>	<p>The SA Framework should include objectives relating to biodiversity and the quality of the natural environment.</p>

National Plans			
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<b>A Strategy for England's Trees, Woodlands and Forests (2007)</b>			
<p>The strategy strives to achieve sustainable forest management and has five aims for Government intervention in trees, woods and forests over the following 10-15 years:</p> <p>To provide a resource of trees, woods and forests where they can contribute most in terms of environmental, economic and social benefits now and in the future.</p> <p>To ensure that existing and newly-planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to climate change.</p> <p>To protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes and the cultural and amenity values of trees and woodland.</p> <p>To increase the contribution that trees, woods and forests make to the quality of life for those living, working and visiting England.</p> <p>To improve the competitiveness of woodland businesses and to promote new or improved markets for sustainable woodland products.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>It is essential that the development of the Local Plan should consider biodiversity protection.</p>	<p>The SA Framework should include objectives relating to the protection of biodiversity resources, which includes areas of woodland, particularly ancient woodland.</p>
<b>Landscape Character Assessment Guidance for England and Scotland (2002)</b>			
<p>Produced jointly by the former Countryside Agency and Scottish Natural Heritage, this document comprises the</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should recognise the importance of</p>	<p>The SA should include an objective</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
accepted national guidance on the practice and procedure of landscape character assessment.		protecting and enhancing landscape character.	related to landscape character.
<b>Open Space Strategies: Best Practice Guidance (CABE and the Greater London Authority, 2009)</b>			
This document offers clear, practical guidance to local authorities and their stakeholders on how to prepare an open space strategy.	There are no specific targets or indicators of relevance.	The Local Plan should recognise the multi-functional benefits of open spaces. Fylde BC may consider producing an open space strategy.	The SA should consider the potential for impacts on open spaces and opportunities for enhancements.
<b>The Geological Conservation Review (GCR) (ongoing)</b>			
The GCR is designed to identify sites of national and international importance needed to show all the key scientific elements of the Earth heritage of Britain. They display sediments, rocks, fossils, and features of the landscape that make a special contribution to our understanding and appreciation of Earth science and the geological history of Britain	There are no specific targets or indicators of relevance.	The Local Plan should recognise the status of Lytham and St Anne's GCR site and aim to protect this and other geodiversity sites.	The SA should consider potential impacts on geodiversity.
<b>Safeguarding our Soils: A Strategy for England (Defra, 2009)</b>			
Vision: By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.	There are no specific targets or indicators of relevance.	The Local Plan should include measures to ensure that soils are	The assessment should consider the extent to which soils may be impacted by

<b>National Plans</b>			
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The Strategy sets out how Government intends to improve the management of soil to manage threats to its quality and integrity.		protected in line with the Strategy's aims.	proposals supported within the Local Plan.
<b>Natural England's Green Infrastructure Guidance (2009)</b>			
The guidance outlines the benefits of developing multi-functional green infrastructure. It provides advice to local authorities on how to deliver green infrastructure improvements through the planning system, including reference to LDFs.	There are no specific targets or indicators of relevance.	The Local Plan should protect existing green infrastructure and promote new multi-functional green spaces. Guidance should be followed where possible.	The assessment should consider the impact of the Local Plan on the quality and quantity of green infrastructure and the extent to which the guidance has been followed.
<b>Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010)</b>			
These publications by Natural England explain and give guidance on the concept of Accessible Natural Green Space Standards (ANGSt). The 2010 report provides practical advice to planning authorities on meeting the standards within new and existing developments.	ANGSt recommends that everyone, wherever they live, should have an accessible natural greenspace:  of at least 2ha in size, no more than 300m (5 minutes walk) from home;  at least one accessible 20ha site within 2km of home;  one accessible 100ha site within 5km of home; and  one accessible 500ha site within 10km of home; plus	The Local Plan should attempt to ensure that the standards are met within the Borough.	The SA Framework should contain an objective relating to the provision of green space.

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
	a minimum of 1ha of statutory Local Nature Reserves per thousand population.		
<b>Historic Environment: A Force For the Future (2001)</b>			
<p>The Government vision is:</p> <p>Public interest in the historic environment is matched by effective partnerships and the development of a sound base from which to develop policies.</p> <p>Maximising the full potential of the historic environment as a learning resource.</p> <p>Ensuring the historic environment is accessible to everybody and is seen as a something with which the whole of society can identify and engage with.</p> <p>The historic environment is protected and sustained for the benefit of our own and future generations.</p> <p>The historic environment is an economic asset that is well harnessed.</p> <p>The document sets out actions to protect and sustain heritage for future generations.</p>	There are no specific indicators or targets of relevance.	The Local Plan will need to include policies that take on board the issues and themes that have been identified in the document.	The SA Framework should include objectives that relate to the protection and enhancement of the historic environment.
<b>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)</b>			

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<p>The Strategy sets out air quality objectives and policy options to further improve air quality in the UK to deliver environmental, health and social benefits.</p> <p>It examines the costs and benefits of air quality improvement proposals, the impact of exceedances of the strategy's air quality objectives, the effect on ecosystems and the qualitative impacts.</p>	<p>The Strategy sets objectives and targets for each air quality pollutant, e.g. to achieve and maintain 40µg/m<sup>-3</sup> of annual average NO<sub>2</sub>.</p>	<p>The Local Plan should consider the maintenance of good air quality and the measures that can be taken to improve it.</p>	<p>The SA Framework should include objectives that address the protection of air quality.</p>
<b>Water Resources Strategy for England and Wales (2009)</b>			
<p>This document forms the EA's strategy for water resource management for the next 25 years.</p> <p>The focus of the strategy is on understanding the present state of water resources and planning for the management of water resources to prevent long-term environmental damage and degradation. The strategy highlights where water abstractions are unsustainable and where further water is needed. The issue of climate change and its impact upon our water resources is also considered.</p> <p>30 action points are identified to deliver the strategy, which include developing leakage control, encouraging good practice when using water and promoting the value of water.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan needs to consider the protection and enhancement of water resources.</p>	<p>The SA Framework should include objectives that promote the protection of the water environment.</p>
<b>Future Water: The Government's Water Strategy for England (2008)</b>			
<p>Defra's vision for the state of the water environment in 2030 is for:</p>	<p>The Strategy contains few quantitative targets. It sets out broad ambitions for improvements in the areas of water demand, supply, quality, surface</p>	<p>The Local Plan should help to support the aims of this Strategy through</p>	<p>The SA Framework should contain objectives related to water resources,</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<p>an improved quality of the water environment and the ecology which it supports, and continued high levels of drinking water quality;</p> <p>sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water;</p> <p>sustainable use of water resources, and implemented fair, affordable and cost reflective water charges;</p> <p>reduced greenhouse gas emissions; and</p> <p>an embedded continuous adaptation to climate change and other pressures across the water industry and water users.</p>	<p>water drainage, flooding, greenhouse gas emissions, water charging and the regulatory framework.</p> <p>One headline targets is to reduce per capita consumption of water to an average of 130 litres per person per day by 2030, or possibly even 120 litres per person per day depending on new technological developments and innovation.</p>	<p>requiring high levels of protection for the water environment.</p>	<p>flooding and climate change.</p>
<b>Flood and Water Management Act (2010)</b>			
<p>The Act will provide better, more comprehensive management of coastal erosion and flood risk for people, homes and businesses. It also contains financial provisions related to the water industry.</p> <p>The Act will give the EA an overview of all flood and coastal erosion risk management and unitary and county councils the lead in managing the risk of local floods, as Lead Local Flood Authorities. It will also enable better management of water resources and quality, and will help to manage and respond to severe weather events such as flood and drought.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan should consider flood risk issues. It should seek to avoid siting new development in the floodplain and ensure the sustainable use of water resources.</p>	<p>The SA Framework should include objectives, targets and indicators that address flooding risk and the need to manage runoff effectively.</p>

<b>National Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<b>Bathing Water Regulations (2013)</b>			
<p>Bathing waters are beaches, lakes or ponds that are used by a large number of bathers and have been designated under the Bathing Water Directive 2006. The Bathing Water Regulations implement the EU Directive.</p> <p>The Regulations state that Councils must provide a summary of the quality of the bathing waters, including factors that can affect the water like nearby sewage overflows or rivers. Classifications of quality must be displayed. If a bathing water is classified as 'poor', a council will have to display an 'Advice against bathing' symbol too. Councils must also display information on the causes of pollution and measures to clean it up.</p>	<p>The Bathing Water Directive 2006 includes required standards and classification measures.</p>	<p>The Local Plan should consider the quality of bathing waters and seek to improve their quality.</p>	<p>The SA Framework should include objectives, targets and indicators that seek to reduce pollution and improve the quality of bathing waters.</p>
<b>Shellfish Waters Directive (2006/113/EC)</b>			
<p>The aim of the Shellfish Waters Directive is to protect or improve shellfish waters in order to support shellfish life and growth. It is designed to protect the aquatic habitat of bivalve and gastropod molluscs, which include oysters, mussels, cockles, scallops and clams. The Directive requires Member States to designate waters that need protection in order to support shellfish life and growth.</p>	<p>The Directive sets physical, chemical and microbiological requirements that designated shellfish waters must either comply with or endeavour to improve.</p>	<p>The Local Plan should consider the physical, chemical and microbiological requirements that designated shellfish waters must either comply with or endeavour to improve.</p>	<p>The SA Framework should include reference to the targets of the Directive.</p>
<b>Making Space for Water: Taking Forward a New Government Strategy for Flood and Coastal Erosion Risk Management (2005)</b>			

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>This 20-year strategy seeks to implement a more holistic strategy to flood and coastal erosion risks.</p> <p>The aim is to manage risks by employing an integrated portfolio of approaches which reflect both national and local priorities to reduce the threat to people and their property and to deliver the greatest environmental, social and economic benefits</p> <p>A whole catchment and whole shoreline approach will be adopted and adaptation to climate change will be an inherent part of flood and coastal erosion decisions.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan needs to ensure that development in floodplains is discouraged.</p>	<p>The SA Framework should include objectives, targets and indicators that address flooding risk and the need to manage runoff effectively.</p>
<b>Waste Strategy for England (2007)</b>			
<p>The aim has to be to reduce waste by making products with fewer natural resources. The link between economic growth and waste growth must be broken. Most products should be re-used or their materials recycled. Energy should be recovered where possible. Land filling of residual waste, in small amounts, may be necessary.</p> <p>The strategy highlights that significant progress has been made since the 2000 strategy. However, performance still lags behind other European countries.</p> <p>The Government's key objectives are:</p> <p>To decouple waste growth from economic growth and put more emphasis upon waste prevention and re-use.</p>	<p>The strategy includes targets for reducing household waste production but these are not relevant to this PPP review.</p> <p>The strategy expects a reduction of commercial and industrial waste going to landfill by at least 20% by 2010 compared to 2004.</p> <p>A number of indicators are used in the strategy to characterise current waste management in England.</p>	<p>The Local Plan should seek to ensure sustainable waste management.</p>	<p>The SA Framework should include objectives, indicators and targets that address sustainable waste management issues.</p>

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020.</p> <p>Increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste.</p> <p>Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste.</p> <p>Get the most environmental benefit from investment through increased recycling of resources and recovery of energy from residual waste using a mix of technologies.</p>			
<b>The Egan Review – Skills for Sustainable Communities (2004)</b>			
<p><i>“Sustainable communities meet the diverse needs of existing and future residents, their children and other users, contribute to a high quality of life and provide opportunity and choice. They achieve this in ways that make effective use of natural resources, enhance the environment, promote social cohesion and inclusion and strengthen economic prosperity.”</i></p> <p>The key components of sustainable communities are:</p> <p>Governance – effective and inclusive participation, representation and leadership.</p> <p>Transport and connectivity – Good transport services and communications linking people to jobs, schools, health and other services.</p>	<p>A series of indicators are defined for each of the key components to monitor progress. These include:</p> <p>% of population who live in wards ranking within the most deprived 10% and 25% of wards nationally.</p> <p>% of residents surveyed and satisfied with their neighbourhoods as a place to live.</p> <p>% of respondents surveyed who feel they ‘belong’ to the neighbourhood (or community).</p> <p>Domestic burglaries per 1000 households and % detected.</p>	<p>The Local Plan should include policies that support the principles of the Egan Review and seek to develop sustainable communities.</p>	<p>There are a number of objectives and indicators in the document that should be integrated into the SA Framework.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Services – a full range of appropriate, accessible public, private community and voluntary services.</p> <p>Environmental – providing places for people to live in an environmentally friendly way.</p> <p>Economy – A flourishing and diverse local economy.</p> <p>Housing and the Built Environment – a quality built and natural environment</p> <p>Social and cultural – vibrant, harmonious and inclusive communities.</p>	<p>% of adults surveyed who feel they can influence decisions affecting their local area.</p> <p>Household energy use (gas and electricity).</p> <p>% people satisfied with waste recycling facilities.</p> <p>Average no. of days where air pollution is moderate or higher for NO<sub>2</sub>, SO<sub>2</sub>, O<sub>3</sub>, CO or PM<sub>10</sub>.</p> <p>No. of unfit homes per 1,000 dwellings.</p> <p>% of Grade I and II* listed buildings at risk of decay.</p> <p>% of residents surveyed finding it easy to access key local services.</p> <p>% of people of working age in employment.</p> <p>Average life expectancy.</p> <p>No. of primary care professionals per 100,000 population.</p>		
<b>Working for a Healthier Tomorrow – Dame Carol Black’s Review of the health of Britain’s working age population (2008)</b>			
<p>This Review sets out the first ever baseline for the health of Britain’s working age population, seeking to lay the foundations for urgent and comprehensive reform through a new vision for health and work in Britain. Three principles lie at the heart of this vision:</p>	<p>Although there are no relevant targets within the Review, it presents a number of indicators of working age health, which include:</p> <p>Life expectancy</p>	<p>The Local Plan should consider issues relating to human health.</p>	<p>The SA Framework should include objectives that seek to protect human</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Prevention of illness and promotion of health and well-being</p> <p>Early intervention for those who develop a health condition</p> <p>An improvement in the health of those out of work so that everyone with the potential to work has the support they need to do so</p> <p>The Review recognises the human, social and economic costs of impaired health and well-being in relation to working life in Britain. The aim of the Review is not to offer a utopian solution for improved health in working life, but more to identify the factors that stand in the way of good health and to elicit interventions (including services, changes in attitudes, behaviours and practices) that can help to overcome them.</p> <p>Monitoring the baseline presented in this Review will be critical, together with a research programme to inform future action with a comprehensive evidence base and increased cross-governmental effort to ensure progress.</p>	<p>Mortality during working age</p> <p>% of the working age population being in good, fairly good or poor health</p> <p>Proportion of people out of work due to sickness or disability</p> <p>Sickness absence per annum</p> <p>Sickness notes issued per medical condition</p> <p>% of working time lost due to sickness</p> <p>% of working age population on incapacity benefits</p> <p>Employment rate</p> <p>Employment rate for disabled people</p> <p>Income rates</p> <p>Economic inactivity and reasons for inactivity, split into those inactive who would like to work and those seeking work</p> <p>Proportion of deviation from perfect health by social class (Quality Adjusted Life Year health measure) and work status</p> <p>Proportion of adult population who smoke</p>		<p>health and reduce health inequalities.</p>

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>Work related illness by industry</p> <p>Proportion of working age population with mental health conditions</p> <p>Incapacity benefits claimants by primary medical condition</p> <p>Costs of working age ill health</p>		
<b>Health Effects of Climate Change in the UK 2008 – An update of the Department of Health Report 2001/2002</b>			
<p>The 2001/2 Report and its update seek to provide quantitative estimates of the possible impacts of climate change on health.</p> <p>Since the original report, the assessment of future climate change has been updated. A new generation of high-resolution climate models has allowed for improved estimates of future changes in the frequency, intensity and duration of extreme events in the UK. Some of the major areas of concern are:</p> <p>Flooding</p> <p>Vector-borne diseases</p> <p>Food-borne diseases</p> <p>The effects of climate change on drinking water supplies</p> <p>The direct effects of high temperatures</p>	<p>A number of indicators are presented in this Report. The key ones include:</p> <p>Mean annual temperature</p> <p>Number of days per year with daily mean exceeding 20°C</p> <p>Number of days per year with daily mean below 0°C</p> <p>Annual total rainfall</p> <p>Seasonal rainfall</p> <p>Maximum daily wind speed</p> <p>Annual highest maximum daily wind speed</p> <p>Annual cases of malaria</p>	<p>The Local Plan should address the issues relating to climate change, and the need to encourage provision of high quality and flexible health services.</p>	<p>The SA Framework should include objectives that address climate change issues including flooding and the need to reduce greenhouse gas emissions. It should also include an objective related to human health.</p>

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<p>The air pollution climate</p> <p>Exposure to ultra-violet light</p>			
<b>Tackling Health Inequalities – A Programme for Action (2003, including the 2007 Status Report on the Programme for Action)</b>			
<p>This Programme for Action was prepared by the Department of Health, setting out plans for the following three years to tackle health inequalities that are found across different geographical areas, between genders and different ethnic communities and also between different social and economic groups. It established the foundations required to achieve the challenging national target to reduce the gap in infant mortality across social groups, and raise life expectancy in the most disadvantaged areas faster than elsewhere, by 2010.</p> <p>The programme was organised around four themes:</p> <p>Supporting families, mothers and children – to ensure the best possible start in life and break the inter-generational cycle of health</p> <p>Engaging communities and individuals – to ensure relevance, responsiveness and sustainability</p> <p>Preventing illness and providing effective treatment and care – making certain that the NHS provides leadership and makes the contribution to reducing inequalities that is expected of it</p> <p>Addressing the underlying determinants of health – dealing with the long-term underlying causes of health inequalities</p>	<p>The Programme for Action refers to the following National target:</p> <p>By 2010 to reduce inequalities in health outcomes by 10% as measured by infant mortality and life expectancy at birth</p> <p>This target is underpinned by two more detailed objectives:</p> <p>Starting with children under one year, by 2010 to reduce by at least 1% the gap in mortality between routine and manual groups and the population as a whole</p> <p>By 2010, to reduce by at least 10% the gap between the fifth of local authority areas with the lowest life expectancy at birth and the population as a whole</p> <p>The Programme for Action presents a number of national headline indicators that can be attributed to health inequality, including the following:</p> <p>Primary care professionals per 100,000 population</p>	<p>The Local Plan should consider issues relating to human health.</p>	<p>The SA Framework should include objectives that seek to protect human health and reduce health inequalities.</p>

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Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>These themes are underpinned by discrete principles to guide how health inequalities are tackled in practice.</p> <p>The programme sets out an ambitious agenda including targets and milestones, in order to help to reduce inequalities by progressing against the 2010 national target and also tackling the underlying causes in the future.</p>	<p>Road casualties in disadvantaged communities</p> <p>Proportion of children living in low-income households</p> <p>Proportion of those aged 16 who get qualifications equivalent to 5 GCSEs at grades A* to C</p> <p>Proportion of households living in non-decent housing</p> <p>Prevalence of smoking among people in manual social groups, and among pregnant women</p> <p>Age-standardised death rates per 100,000 population for the major killer diseases (cancer, circulatory diseases), ages under 75 (for the 20% of areas with the highest rates compared to the national average)</p>		
<b>By All Reasonable Means: Inclusive Access To The Outdoors For Disabled People (Countryside Agency, 2005)</b>			
<p>This guide is designed to help countryside and urban greenspace managers and landowners improve accessibility of their sites, routes and facilities.</p>	<p>The guide does not contain targets or indicators.</p>	<p>The Local Plan should support inclusive access to the outdoors.</p>	<p>The SA should consider issues of access for all groups.</p>
<b>Designing Gypsy and Traveller Sites: Good Practice Guide (2008)</b>			
<p>The Government believes that everyone should have the opportunity of a decent home. Decent homes are a key</p>	<p>The guide does not contain targets or indicators.</p>	<p>The Local Plan should encourage the</p>	<p>The SA should give consideration to</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>element of any thriving, sustainable community. This is true for the settled and Gypsy and Traveller communities alike.</p> <p>This guidance is intended to help:</p> <p>Local authorities who wish to develop a new site, or refurbish the whole or part of a site</p> <p>Registered social landlords who wish to develop or refurbish a site</p> <p>Private developers or architects working with site developers</p> <p>People who will be living on a site and are participating in its design</p> <p>There is a national shortfall of authorised sites and in addressing this challenge it is important to ensure that these sites:</p> <p>Are sustainable, safe and easy to manage and maintain</p> <p>Are of a decent standard, equitable to that which would be expected for social housing in the settled community</p> <p>Support harmonious relations between Gypsies and Travellers and the settled community</p>		<p>provision of gypsy and traveller sites.</p>	<p>gypsy and traveller sites.</p>
<p><b>Planning Policy for Traveller Sites (March 2012)</b></p>			

<b>National Plans</b>			
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<p>This document sets out the Government’s planning policy for traveller sites. The Government’s overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</p> <p>The plan sets out policy guidance for the preparation of local plans with respect to traveller sites for:</p> <p>Sites in rural areas and the countryside</p> <p>Rural exception sites</p> <p>Traveller sites in Green Belt</p> <p>Mixed planning use traveller sites</p> <p>Major development projects</p>	<p>The guide does not contain specific targets or indicators.</p>	<p>The Local Plan should consider the guidance set out within this document.</p>	<p>The SA should give consideration to the individual policies set out within this document.</p>
<b>Homes and Communities Agency Design and Quality Standards (2007)</b>			
<p>The Design and Quality Standards (D&amp;QS) sets out the Corporation’s requirements and recommendations for all new homes which receive Social Housing Grant (SHG):</p> <p>the new core performance standards define the minima that is expected in return for the public funds invested by way of SHG;</p>	<p>The guide does not contain targets or indicators.</p>	<p>The Local Plan should address the guidance set out within this document.</p>	<p>The SA should give consideration to this guidance.</p>

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<p>the Special Provisions Annex sets out for specified categories, classifications or types of accommodation an appropriate standard of design and quality that should be achieved; and</p> <p>the Recommendations Annex sets out further enhanced standards that will improve the design and quality of schemes and subsequently find reflection in the Corporation's assessment of affordable housing providers through the Value for Grant Comparator tool. Some enhanced aspects will be reflected in the Grant Index during the bid assessment process and improve the value for money ranking.</p>			
<b>Guidance Notes for the Reduction of Light Pollution (2000)</b>			
<p>Published by the Institute of Lighting Engineers, this document provides guidance on reducing obtrusive light from poorly sited or designed lighting installations.</p> <p>Light pollution can adversely affect human and ecological receptors and is a key component of tranquillity.</p>	<p>Published by the Institute of Lighting Engineers, this document provides guidance on reducing obtrusive light from poorly sited or designed lighting installations.</p> <p>Light pollution can adversely affect human and ecological receptors and is a key component of tranquillity.</p>	<p>Published by the Institute of Lighting Engineers, this document provides guidance on reducing obtrusive light from poorly sited or designed lighting installations.</p> <p>Light pollution can adversely affect human and ecological receptors and is a key component of tranquillity.</p>	<p>Published by the Institute of Lighting Engineers, this document provides guidance on reducing obtrusive light from poorly sited or designed lighting installations.</p> <p>Light pollution can adversely affect human and ecological receptors and is a key component of tranquillity.</p>

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<b>UK Renewable Energy Strategy (2011)</b>			
<p>This document sets out a comprehensive action plan for delivering renewables revolution. It explains:</p> <p>The path to 2020, and the balance of fuels and technologies that is most likely to achieve our challenging goal;</p> <p>The strategic role the Government will adopt and the specific actions it will take to lead delivery;</p> <p>The opportunities for individuals, communities and businesses to harness renewable energy and contribute to action against climate change.</p>	<p>This Strategy will help tackle climate change, reducing the UK's emissions of carbon dioxide by over 750 million tonnes between now and 2030. It will also promote the security of the UK's energy supply, reducing overall fossil fuel demand by around 10% and gas imports by 20–30% against what they would have been in 2020. And it will provide outstanding opportunities for the UK economy with the potential to create up to half a million more jobs in the UK renewable energy sector resulting from around £100 billion of new investment.</p>	<p>The aims of this strategy should be incorporated into the Local Plan.</p>	<p>The SA Framework should include objectives, targets and indicators that address the targets within this strategy.</p>
<b>Marine Policy Statement (2011)</b>			
<p>This Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It will contribute to the achievement of sustainable development in the United Kingdom marine area. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009.</p> <p>The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and</p> <p>thereby:</p>	<p>There are no targets or indicators within the statement.</p>	<p>The Local Plan should seek to address the marine objectives outlined within the statement.</p>	<p>The SA Framework should take the key principles of this statement into consideration.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Promote sustainable economic development;</p> <p>Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change<sup>4</sup> and ocean acidification and adapt to their effects;</p> <p>Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and</p> <p>Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues.</p>			
<b>Localism Act 2011</b>			
<p>The Localism Act contains a number of proposals to give local authorities new freedoms and flexibility shifting power from the central state. In summary the Act gives:</p> <p>New freedoms and flexibilities for local government;</p> <p>Gives local authorities everywhere the formal legal ability and greater confidence to get on with the job of responding to what local people want</p> <p>Cuts red tape to enable councillors everywhere to play a full and active part in local life without fear of legal challenge</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The plan should be mindful of the key principles of this Act.</p>	<p>The SA Framework should be mindful of this Act as its principles will help to create vibrant, cohesive and empowered communities.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Encourages a new generation of powerful leaders with the potential to raise the profile of English cities, strengthen local democracy and boost economic growth</p> <p>Enables ministers to transfer functions to public authorities in cities in order to harness their potential to drive growth and prosperity</p> <p>New rights and powers for local communities</p> <p>Makes it easier for local people to take over the amenities they love and keep them part of local life</p> <p>Ensures that local social enterprises, volunteers and community groups with a bright idea for improving local services get a chance to change how things are done</p> <p>Enables local residents to call local authorities to account for the careful management of taxpayers' money</p> <p>Reform to make the planning system clearer, more democratic and more effective</p> <p>Places significantly more influence in the hands of local people over issues that make a big difference to their lives</p> <p>Provides appropriate support and recognition to communities who welcome new development</p>			

National Plans			
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<p>Reduces red tape, making it easier for authorities to get on with the job of working with local people to draw up a vision for their area's future</p> <p>Reinforces the democratic nature of the planning system - passing power from bodies not directly answerable to the public, to democratically accountable ministers</p> <p>Reform to ensure that decisions about housing are taken locally</p> <p>Enables local authorities to make their own decisions to adapt housing provision to local needs, and make the system fairer and more effective</p> <p>Gives local authorities more control over the funding of social housing, helping them to plan for the long term</p> <p>Gives people who live in social housing new ways of holding their landlords to account, and make it easier for them to move</p>			
<b>Plan for Growth (2011)</b>			
<p>The Government's economic policy objective is to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries. The Plan for Growth contains four overarching ambitions that will ensure the progress is made towards achieving this economic objective. The ambitions are:</p> <p>to create the most competitive tax system in the G20;</p>	<p>The Plan for Growth: Ambitions and Measurable Benchmarks:</p> <p>To create the most competitive tax system in the G20</p> <p>The lowest corporate tax rate in the G7 and among the lowest in the G20</p>	<p>The Local Plan should ensure that it is broadly in conformance with the aims of this document.</p>	<p>The SA should consider the extent to which the Local Plan contributes to the achievement of these ambitions. The document also provides indicators that can be used to</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>to make the UK one of the best places in Europe to start, finance and grow a business;</p> <p>to encourage investment and exports as a route to a more balanced economy; and</p> <p>to create a more educated workforce that is the most flexible in Europe.</p>	<p>The best location for corporate headquarters in Europe</p> <p>A simpler, more certain tax system</p> <p>To make the UK one of the best places in Europe to start, finance and grow a business</p> <p>Improving the UK's ranking in major international indices of competitiveness</p> <p>A lower domestic regulatory burden</p> <p>More finance for start-ups and business expansion</p> <p>An increase in the proportion of planning applications approved and dealt with on time</p> <p>To encourage investment and exports as a route to a more balanced economy</p> <p>Ensure the UK remains one of the top destinations for foreign direct investment (FDI)</p> <p>An increase in exports to key target markets</p> <p>An increase in private sector employment, especially in regions outside London and the South East</p>		<p>inform the development of SA Objectives and guide questions.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>Increased investment in low carbon technologies</p> <p>To create a more educated workforce that is the most flexible in Europe</p> <p>Supporting more apprenticeships than any previous government</p> <p>Home to more of the world's top universities than any other country except the USA</p> <p>An increase in the participation of 16-24 year olds in employment or learning</p> <p>Narrowing the educational attainment gap, allowing everyone to meet their potential</p> <p>Lowest burdens from employment regulation in the EU</p>		
<b>National Planning Policy Framework March 2012</b>			
The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.	There are no specific targets or indicators of relevance.	The plan should adhere to the principles of the Planning Policy Framework ensuring that all aspects of the core land-use planning principles	The SA Framework should include objectives relating to economic, environmental and social issues.

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The Government aims to achieve sustainable development through:</p> <ul style="list-style-type: none"> <li>Building a strong, competitive economy</li> <li>Ensuring the vitality of town centres</li> <li>Supporting a prosperous rural economy</li> <li>Promoting sustainable transport</li> <li>Supporting high quality communications infrastructure</li> <li>Delivering a wide choice of high quality homes</li> <li>Requiring good design</li> <li>Promoting healthy communities</li> <li>Protecting green belt land</li> <li>Meeting the challenge of climate change, flooding and coastal change</li> <li>Conserving and enhancing the natural environment</li> <li>Conserving and enhancing the historic environment</li> <li>Facilitating the sustainable use of minerals</li> </ul>		underpin the plan-making process.	
<b>National Planning Practice Guidance (2013 with ongoing updates)</b>			

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The planning practice guidance sets out clear and concise advice on a range of issues including:</p> <ul style="list-style-type: none"> <li>new affordability test for determining how many homes should be built</li> <li>opening up planning appeal hearings to be filmed</li> <li>discouraging councils from introducing a new parking tax on people's driveways and parking spaces</li> <li>encourage more town centre parking spaces and end aggressive 'anti-car' traffic calming measures like speed bumps</li> <li>housing for older people - councils should build more bungalows and plan positively for an ageing population</li> <li>new neighbourhood planning guidance to help more communities start their own plans</li> <li>new local green space guidance to help councils and local communities to plan for open space and protect local green spaces which are special to them</li> </ul> <p>There are a selection of guides including the following:</p> <ul style="list-style-type: none"> <li>Air quality</li> <li>Climate change</li> </ul>	<p>The guide documents do not contain targets or indicators.</p>	<p>This guidance should be used to inform the Local Plan.</p>	<p>This SA Framework should take this guidance into consideration.</p>

National Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Conserving and enhancing the historic environment</p> <p>Ensuring the vitality of town centres</p> <p>Flood risk and coastal change</p> <p>Health and wellbeing</p> <p>Housing and economic development needs assessment</p> <p>Local Plans</p> <p>Natural Environment</p> <p>Open space, sports and recreation facilities, public rights of way and local green space</p>			

## Summary of Regional and Sub-Regional Plans

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>Future North-West: Our Shared Priorities (2010)</b>			
<p>This document, by 4NW, the North-West Regional Leaders' Board, sets out a course of action for the region over the 20 years from 2010. It replaces former statutory regional planning strategies. There are four themes for improving the region:</p> <p>Capitalise on the opportunities of moving to a low carbon economy and society, and address climate change and resource efficiency</p> <p>Build on our sources of international competitive advantage and distinctiveness</p> <p>Release the potential of our people and tackle poverty</p> <p>Ensure the right housing and infrastructure for sustainable growth</p>	<p>There are no specific targets or indicators. The strategy contains 12 priorities for action, of which the following are relevant to the Local Plan:</p> <ol style="list-style-type: none"> <li>1. Develop the enterprise capabilities of our people through education and skills.</li> <li>2. Develop our world-leading advanced manufacturing, biomedical and digital and creative industries.</li> <li>3. Develop our world-class research, science and innovation capability</li> <li>4. Develop our low carbon energy offer, especially in nuclear and marine renewables, for example through the Energy Coast initiative.</li> <li>5. Develop Next Generation Access digital connectivity.</li> <li>6. Improve rail connectivity across the North West and tackle transport pinch points</li> <li>8. Reduce levels of ill-health, health inequalities, poverty and worklessness.</li> </ol>	<p>The Local Plan should ensure that it is broadly in conformance with the strategic aims of this document.</p>	<p>The SA should consider the extent to which the Local Plan contributes to the achievement of these region-wide aspirations. The document also provides indicators that can be used to inform the development of SA Objectives and guide questions.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>9. Increase the number, and quality, of private and third sector jobs and social enterprises.</p> <p>11. Enhance our natural environment and resolve emerging pinch points in our critical (utilities) and green infrastructure</p> <p>12. Ensure high-quality, energy efficient and affordable housing in the right locations.</p>		
<b>Action for Sustainability – North West Regional Sustainable Development Framework (RSDF) (2005)</b>			
<p>The document provides ten priorities and long term goals:</p> <p>Sustainable transport and access</p> <p>Sustainable production and consumption</p> <p>Social equity</p> <p>Biodiversity and landscapes that are valued in themselves and for their contribution to the region's economy and quality of life</p> <p>Active citizenship that empowers people and enables them to contribute to issues that affect the wider community</p> <p>A culture of Lifelong Learning</p> <p>Cultural distinctiveness and celebrating diversity</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan needs to be compatible with the priorities and long term goals of the RSDF.</p>	<p>The SA Framework should be compatible with RSDF. Detailed objectives should be consistent with the overarching RSDF objectives, and include issues covering transport, biodiversity and cultural distinctiveness etc.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>An active approach to reducing our contribution to climate change whilst preparing for potential impacts</p> <p>Healthy communities</p> <p>Enterprise and innovation</p>			
<b>Moving Forward: The Northern Way (2004)</b>			
<p>The Northern Way is a unique initiative, bringing together the cities and regions of the North of England to work together to improve the sustainable economic development of the North towards the level of more prosperous regions.</p> <p>The document proposes a simple vision for the North: “<i>To establish the North of England as an area of exceptional opportunity, combining a world-class economy with a superb quality of life.</i>”</p>	<p>The main indicators of the success of the Growth Strategy will be whether implementation increases private investment across the North, increases employment and increases Gross Value Added (GVA). Economic growth will deliver long-term benefits to the quality of life that people enjoy in the North. It is proposed to monitor various social and environmental indicators (on health, crime, inclusion, air quality, greenhouse gas emissions and biodiversity) to ensure that sustainable development is achieved that benefits this and future generations.</p>	<p>The Local Plan needs to include policies that complement the overarching goals and aims of the Northern Way and should strive to help deliver improved economic performance across the Borough.</p>	<p>The SA Framework should include objectives, indicators and targets that address social, economic and environmental issues.</p>
<b>Ambition Lancashire 2005 – 2025 Strategic Vision for the Future of Lancashire (2008 revision)</b>			
<p>The document is produced by the regional Local Strategic Partnership (LSP) and is the Sustainable Community Strategy</p>	<p>The revised (2008) version of Ambition Lancashire no longer contains specific targets. Instead, suggested indicators are provided against which</p>	<p>A number of the key ambitions outlined in the document need to</p>	<p>The SA Framework should include objectives, indicators</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>(SCS) for Lancashire. It focuses on the future looking forward to the next 20 years.</p> <p>The document is based around a series of ambitions and for each there are a number of objectives. Examples are provided below:</p> <p>Prosperous Lancashire</p> <p>To improve business performance and address skills shortages to secure Lancashire’s economic growth</p> <p>To provide the infrastructure to deliver a renaissance of Lancashire’s towns, cities and rural areas</p> <p>To reduce levels of worklessness amongst Lancashire residents</p> <p>Accessible Lancashire</p> <p>To have a highly effective and efficient transport and communications system</p> <p>To invest in Lancashire’s strategic transport infrastructure</p> <p>Dynamic Rural Lancashire</p> <p>To broaden Lancashire’s rural economic base and assist in the support and diversification of agriculture</p>	<p>progress may be assessed against each ambition. These are provided below:</p> <p>Prosperous Lancashire</p> <p>GVA per head of the population compared with the UK average.</p> <p>The growth in VAT-registered business stock.</p> <p>The number of people in jobs, based on age, disability, gender and race.</p> <p>The reduction in economically inactive residents.</p> <p>Accessible Lancashire</p> <p>The percentage of areas in Lancashire that are within 15 to 30 minutes by public transport of at least four key services</p> <p>Dynamic Rural Lancashire</p> <p>Sectoral change within rural businesses to higher-value activities and increased wage levels (average by place of work and place of residence).</p> <p>Improved performance against the Department for Transport’s thresholds for essential services</p>	<p>be considered when developing the Local Plan.</p> <p>The Local Plan needs to include policies and proposals that complement the core principles and objectives of Ambition Lancashire.</p> <p>It is important to note that the regional LSP has been dissolved since the publication of Ambition Lancashire. The document and information that informed it should still be considered.</p>	<p>and targets that address the core principles and objectives of Ambition Lancashire.</p> <p>It is important to note that the regional LSP has been dissolved since the publication of Ambition Lancashire. The document and information that informed it should still be considered.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
To deliver social regeneration, including the delivery of central government services at local level in Lancashire	Increased number of community projects developed and delivered locally.		
Image of Lancashire	Increased area of land under environmental management – for example, stewardship.		
For Lancashire to have a reputation as a successful place to live, work and enjoy life	Image of Lancashire		
Learning Lancashire	Internal and external surveys to establish opinions of Lancashire.		
To ensure opportunities are provided for all to benefit from learning and development	Visitor numbers and spending.		
To enable individuals to participate fully in the opportunities on offer in order to maximise their potential	Business investment and relocation to the county.		
Every Child Matters in Lancashire	Learning Lancashire		
To ensure that children and young people have the key skills required for adult life	Increased numbers of adults gaining NVQs at levels 2 and 3.		
To improve the (emotional) health and wellbeing of children and young people	Increase in the percentage of people going into further and higher education.		
To enable young people to make a positive contribution to their community	Increased numbers of degrees awarded.		
Caring and Healthy Lancashire	Every Child Matters in Lancashire		
To reduce health inequalities and provide opportunities for Lancashire people to live healthy lives	A narrowing gap in attainment in targeted areas.		
	Reduced numbers of 16- to 18-year-olds not in employment, education or training.		

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To invest in and strengthen access to high quality health services to support improvements in public health</p> <p>To support all vulnerable adults to lead more independent lives</p> <p>Welcoming and Harmonious Lancashire</p> <p>To promote awareness and understanding.</p> <p>To reinvigorate local democracy and support the voluntary, community and faith sector.</p> <p>Safer Lancashire</p> <p>To reduce crime levels and the fear of crime.</p> <p>To reduce the risk factors associated with criminality.</p> <p>To make living, working and travelling in Lancashire safer.</p> <p>To make Lancashire a safer place for vulnerable people.</p> <p>Older People's Lancashire</p> <p>To make the most of life opportunities for older people.</p> <p>To promote older people's health, safety and independence.</p> <p>Living in Lancashire</p> <p>To invest in neighbourhoods and replace obsolete housing.</p>	<p>Reduced conception rates in young people.</p> <p>Caring and Healthy Lancashire</p> <p>Reduced health inequalities in relation to increasing life expectancy.</p> <p>Reduced health inequalities in relation to a healthy life, free from disability.</p> <p>Welcoming and Harmonious Lancashire</p> <p>The percentage of people from different backgrounds that get on well together.</p> <p>Do you agree or disagree that you can influence decisions affecting your local area?</p> <p>Awareness of other cultures and attendance at multi-cultural events.</p> <p>Safer Lancashire</p> <p>Reduce crime by an agreed percentage over an agreed period of time.</p> <p>Reduce fear of crime.</p> <p>Reduce the number of fires and associated deaths and injuries.</p> <p>Older People's Lancashire</p>		

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To provide affordable, specialist and supported housing.</p> <p>Cultural Lancashire</p> <p>To increase investment in culture and develop cultural activity.</p> <p>To develop welcoming and harmonious communities</p> <p>Greener Lancashire</p> <p>To mitigate and adapt to climate change.</p> <p>To protect and improve air, water and land quality, and use resources wisely.</p> <p>To conserve and promote Lancashire's natural and built heritage.</p>	<p>Number of older people in employment.</p> <p>Number of people aged over 65 receiving the support they need to live independently at home.</p> <p>Healthy life expectancy at age 65.</p> <p>Living in Lancashire</p> <p>Relative house prices between housing market renewal areas compared with the Lancashire average.</p> <p>Increased number of affordable homes built.</p> <p>Reduced number of unfit homes.</p> <p>Ratio of median house prices to median incomes.</p> <p>Cultural Lancashire</p> <p>Percentage of people agreeing that there is a good range of arts and cultural activities in Lancashire.</p> <p>Increased use of leisure and cultural facilities.</p> <p>Greener Lancashire</p> <p>Lower carbon emissions for each Lancashire resident.</p>		

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>The percentage of people who say that access to nature is important in making somewhere a good place to live.</p> <p>The number of heritage sites.</p>		
<b>North West Enterprise Strategy (2008)</b>			
<p>The main aims of the Strategy are to:</p> <p>develop and ensure that individuals have the right attitudes and skills to be enterprising</p> <p>improve individuals' and businesses' access to enterprise support, as well as simplifying that business support and tailoring it to their needs</p> <p>prioritise the types of business that need to be supported by the public sector</p> <p>provide a clear rationale for the allocation of public sector resources to support the growth of enterprise</p> <p>provide a framework for co-ordinated action and delivery, and provide measures to monitor performance</p> <p>increase the understanding of the region's challenges and opportunities when it comes to enterprise</p> <p>influence national government policies to overcome barriers to enterprise</p>	<p>The following indicators are considered relevant to the Local Plan:</p> <p>VAT registered start-ups/survival rates</p> <p>Business density</p> <p>Self-employment rates</p> <p>Total entrepreneurial activity (GEM survey)</p>	<p>The Local Plan should seek to support business growth and enterprise.</p>	<p>The SA Framework should include objectives that encourage enterprise and business development in the Borough. However, any new business development that does occur in the Borough must be undertaken sustainably.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>The ICT Strategy for England's Northwest (2005)</b>			
<p>This Strategy updates the 'England's North West Connected ICT Strategy', committing the Northwest to become an engaged and connected community of business and individuals, supporting the development of new and existing skills, enabling more opportunities for wealth creation and delivering improved quality of life (by 2008).</p> <p>Three main themes are highlighted in the Strategy:</p> <p>Raising awareness of the benefits of ICT to both businesses and individuals</p> <p>Developing the skills needed to allow these benefits to be harnessed</p> <p>Harnessing the benefits of ICT</p>	<p>There are number of indicators within the Strategy. The most relevant include:</p> <p>% of growing businesses in the Northwest that use ICT</p> <p>% of adults using a computer in the home for work or learning</p> <p>% of households with access to the internet</p>	<p>The Local Plan should recognise that ICT provision can help businesses and improve access to services and facilities. It may also help to reduce isolation amongst the population.</p>	<p>The SA Framework should consider increased ICT as a means by which the Borough can become more productive, whilst reducing the need to travel. Furthermore ICT can improve community access to facilities and services.</p>
<b>Rising to the Challenge: A Climate Change Action Plan for England's Northwest 2010-12</b>			
<p>The updated Action Plan describes how the Northwest will rise to the challenge of achieving sustainable growth within a carbon reduction of 80% by 2050. Its vision is: <i>A low carbon and well adapting Northwest by 2020.</i></p> <p>The objectives of the plan are to:</p> <p>Reduce greenhouse gas emissions</p> <p>Adapt to unavoidable climate change</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The Local Plan must recognise the need to reduce carbon and greenhouse gas emissions through the methods explained in the plan.</p>	<p>The SA Framework should echo the vision and objectives of the plan. It should include an objective to reduce greenhouse gas emissions and adapt to unavoidable climate change.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Capitalise on opportunities for economic growth</p> <p>The Action Plan focuses on the ability of regional organisations to enable, encourage and engage individuals, groups, communities, partnerships and businesses in the move towards a low carbon and well adapted region, recognising that regional organisations must exemplify good practice and catalyse action.</p>			
<b>North West Sustainable Energy Strategy (2006)</b>			
<p>The key objectives of the Strategy are:</p> <p>Improving energy efficiency and eliminating energy wastage in all areas of activity across the region (target of 10% of the region's electricity supply to be from renewable energy sources by 2010).</p> <p>Accelerating the transition to sustainable forms of energy and achieving regional renewable energy deployment targets.</p> <p>Setting the region on a course to reduce greenhouse gas emissions by at least 60% by 2050.</p> <p>Eliminating fuel poverty by ensuring that all householders have access to affordable warmth and decent housing.</p> <p>Contributing to the region's economy by harnessing business innovation and employment opportunities arising from sustainable energy practices.</p>	<p>Key targets in the strategy are:</p> <p>In the domestic sector there is an aim to ensure that fuel poverty is eliminated across the North West by 2016 – 2018.</p> <p>Regional target to ensure that 8.5% of the region's electricity generation to come from renewable sources by 2010.</p> <p>An increase in the uptake and deployment of Combined Heat and Power technologies across the region – 1.5GW by 2010.</p> <p>A number of very specific targets are cited for each of the different types of renewable energy sources.</p>	<p>The Local Plan will need to incorporate objectives that address renewable energy development in the Borough.</p>	<p>The SA Framework should incorporate key objectives, indicators and targets addressing renewable energy.</p>

<b>Regional and Sub-Regional Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<p>Communicating views, experiences and examples from the region to improve national and international policy frameworks</p> <p>The overarching objectives are supported by a series of more detailed objectives that provide more detail about key deliverables and targets for the region.</p>			
<b>Landscape Sensitivity to Wind Energy Development in Lancashire (2005)</b>			
<p>This is a broad scale study which provides strategic guidance on the landscape impact of wind turbines in Lancashire. The study uses Lancashire County Councils Landscape Character Assessment, which defines 21 no. Landscape Character Types sub-divided into 102no. Landscape Character Areas. The sensitivity assessment is applied to each Landscape Character Area types</p> <p>The study identifies the appropriate scale of wind energy developments that may be appropriate within each LCA</p>	<p>There are no specific targets or indicators of relevance. However, it will important for the SA to take into consideration the recommendations for each of the relevant landscape character types.</p>	<p>The Local Plan should include objectives and policies that seek to protect and enhance landscape and townscape character and quality.</p>	<p>The landscape character assessment has been used to identify the baseline conditions and the SA Framework should include objectives, indicators and targets relating the preservation and enhancement of landscape and townscape quality.</p>
<b>Lancashire's Local Transport Plan 2011 - 2021</b>			
<p>There are seven transport goals for the plan which will enable the shared transport priorities and the wider social and economic objectives of the County Council to be met. They are to:</p>	<p>Progress of the plan will be measures using a series of performance indicators grouped under the following headings:</p> <p>Supporting Economic Growth and Regeneration</p>	<p>The Local Plan needs to encompass transportation issues and the LTP objectives.</p>	<p>The baseline data provided in the LTP has been used to inform the SA. The SA Framework should include objectives,</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond.</p> <p>To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need.</p> <p>To improve the accessibility, availability and affordability of transport as a contribution to the development of strong and cohesive communities.</p> <p>To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm.</p> <p>To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them.</p> <p>To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents.</p> <p>In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals.</p>	<p>Access to Education and Employment</p> <p>Improving Accessibility, Quality of Life and Well-being</p> <p>Improving Safety</p> <p>Affordable and Sustainable Transport</p> <p>Care of Our Assets</p> <p>Reducing Carbon Emissions and its Effects</p>		<p>indicators and targets which address transport and accessibility, and seek to ensure that any new transport development in the Borough is sustainable and encourages a modal shift away from the use of the private car.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The LTP states that Lancashire County Council will invest £22.21 million on highways and transport services in Ribble Valley, with £7.70 million of capital funding and £14.51 million of revenue support. It will be targeted at:</p> <p>Proper access to employment areas for those without access to a car</p> <p>Tackling rural isolation</p>			
<b>Fylde Coast Highways and Transport Masterplan (2015)</b>			
<p>The masterplan outlines plans to transform the road, rail, tram and cycle networks on the Fylde Coast. The proposals aim to boost the economy, reduce gridlock on the roads and support healthy lifestyles over the coming decades in Blackpool, Wyre and Fylde. The masterplan puts forward proposals for:</p> <p>The extension of the Blackpool Tramway from the promenade at North Pier to Blackpool North railway station which will improve access to the UK national rail network from Blackpool, Fleetwood and Cleveleys.</p> <p>A new junction 2 on the M55 near Preston and Preston Western Distributor road which will improve links to the Fylde via a direct dual carriageway connection from the motorway to the A583/A584.</p> <p>The commitment recently announced by central government to A585 Windy Harbour to Skippool improvements. This</p>	<p>The masterplan outlines a series of projects milestones, delivery partners and funding mechanisms to deliver the 17 year plan.</p>	<p>The Local Plan needs to encompass transportation issues</p>	<p>The SA Framework should include objectives, indicators and targets which address transport and accessibility, and seek to ensure that any new transport development in the Borough is sustainable and encourages a modal shift away from the use of the private car.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
scheme proposes a new bypass of the village of Little Singleton.			
<b>Regional Waste Strategy for England's Northwest (2010)</b>			
This updated Regional Waste Strategy provides a framework that will deliver the necessary waste infrastructure and skills to meet the region's short, medium and long term needs, and support the principles of sustainable consumption and production. The previous strategy was produced in 2004.	<p>Relevant targets include:</p> <p>Year on year target for preventing growth in the generation of waste streams of 0% across the region.</p> <p>Reuse/recycle and/or compost 40% of household waste by 2010; 45% by 2015 and 55% by 2020.</p> <p>Recycle 55% of all commercial and industrial wastes by 2020.</p> <p>Recover value from 53% of municipal waste by 2010; 67% by 2015 and 75% by 2020.</p> <p>Recover value from at least 70% of all commercial and industrial wastes by 2020.</p> <p>The Strategy promotes the use of recycled construction and demolition waste in construction projects and encourages developers and contractors to specify these materials wherever possible in the construction process.</p>	The waste policy elements of the Local Plan need to be developed in accordance with the waste strategy. There needs to be a clear commitment to the waste hierarchy.	The SA Framework should include objectives that promote sustainable waste management.
<b>Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD (2009)</b>			

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The Core Strategy sets the vision and direction – the amounts, broad locations and priorities – for future mineral extraction and waste management in Lancashire, Blackburn with Darwen and Blackpool. It will guide the more specific locations for any new quarries and waste facilities, including sites for recycling and composting facilities, treatment plants, and any possible new landfill sites in the future.</p> <p>Its high level objectives are:</p> <p>Safeguarding Lancashire’s mineral resources</p> <p>Minimising the need for minerals extraction</p> <p>Meeting the demand for new minerals</p> <p>Identifying sites and areas for minerals extraction</p> <p>Achieving sustainable minerals production</p> <p>Community involvement and partnership working</p> <p>Promoting waste minimisation and increasing waste awareness</p> <p>Managing our waste as a resource</p> <p>Identifying capacity for managing our waste</p> <p>Achieving sustainable waste management</p>	<p>25% of construction aggregates to be recycled or secondary materials by 2021.</p> <p>zero growth in industrial and commercial waste</p> <p>1% growth in municipal waste</p> <p>1% growth in construction and demolition waste</p> <p>recycle and compost 46% of MSW by 2010, to reach 56% by 2015 and 61% by 2020</p> <p>additionally recover value from 18% of MSW by 2015</p> <p>recycle 35% of I&amp;C waste by 2010, 40% by 2015 and 45% by 2020</p> <p>additionally recover value from 30% of I&amp;C waste by 2010, falling to 25% by 2020</p> <p>recycle 50% of C&amp;D waste by 2010, 55% by 2015 and 60% by 2020</p> <p>additionally recover value from 42 % of C&amp;D waste by 2010, falling to 35% by 2020</p>	<p>The Local Plan should take account of any minerals and waste issues that are likely to affect the Borough.</p>	<p>The SA Framework should include objectives, targets and indicators that seek to promote sustainable waste management and effective resource use.</p>
<b>Lancashire Minerals and Waste Local Plan (2009-2021)</b>			

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The plan provides site specific policies and allocations, and detailed development management policies for minerals and waste planning in the areas covered by the Councils of Lancashire, Blackpool and Blackburn with Darwen. It should be read together with the Joint</p> <p>Lancashire Minerals and Waste Local Plan Core Strategy adopted in 2009 and the individual local plans of the two unitary authorities and the twelve districts which make up the Plan area.</p>	<p>The plan outline development management policies which when read in conjunction with the Minerals and Waste Core Strategy support key targets and indicators identified within the core strategy.</p>	<p>The Local Plan should take account of these policies and any minerals and waste issues that are likely to affect the Borough.</p>	<p>The SA Framework should include objectives, targets and indicators that seek to promote sustainable waste management and effective resource use.</p>
<b>Lancashire's Municipal Waste Strategy 2008 – 2020 Rubbish to Resources</b>			
<p>The key Strategy Objectives are:</p> <p>To recognise municipal waste as a resource.</p> <p>To minimise the amount of municipal waste produced.</p> <p>To maximise recovery of organic and non-organic resources.</p> <p>To deal with waste as near to where it is produced as possible.</p> <p>To minimise contamination of the residual waste stream.</p> <p>To minimise the amount of waste going for disposal to landfill.</p> <p>Where landfill does occur to minimise its biodegradable content.</p>	<p>Key targets of this strategy include:</p> <p>Reduce and stabilise waste to 0% growth each year</p> <p>Continue to provide financial support for awareness raising, education campaigns and other initiatives</p> <p>Extend the three-stream collection to all households and to extend the segregated collection service to all households to include the collection of food waste for composting.</p> <p>Recycle and compost 56% of all waste by 2015, increasing to 61% by 2020</p> <p>Recover 81% of all waste by 2015 and 88% by 2020</p>	<p>The key objectives in the plan should be carried forward into the Local Plan. The planning process should promote recycling and re-use of materials in preference to land filling.</p>	<p>The SA should promote sustainable waste management principles.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To effectively manage all municipal waste within the wider waste context.</p> <p>To develop local markets and manufacturing for recovered materials.</p> <p>To achieve sustainable waste management.</p> <p>To develop strong partnerships between local authorities, community groups and the private sector.</p> <p>To ensure services are accessible to all residents.</p>	<p>Reuse, recycle and compost 70% every year at each Household Waste Recycling Centre</p> <p>Provide a network of facilities to manage and treat Lancashire County Council and Blackpool Council's municipal waste.</p>		
<b>Northwest Equality and Diversity Strategy &amp; Implementation Plan 2006-9</b>			
<p>Key objectives of the Strategy, first published in 2005, are:</p> <p>Promote diversity and ensure respect for human rights</p> <p>Show leadership on equality and diversity</p> <p>Build the region's capacity on equality and diversity</p> <p>Reduce hate crime and violence</p> <p>Ensure the diverse North West is better represented in public life</p> <p>Deliver economic participation for all</p> <p>Promote equality in law</p>	<p>The Strategy provides a number of regional equality priorities.</p> <p>The Implementation Plan sets out a number of proxy indicators to be used to measuring progress:</p> <p>Employment and unemployment rates</p> <p>Worklessness households</p> <p>Hate crime reporting</p> <p>Incidents of domestic violence</p>	<p>The Local Plan should seek to promote equality for all sections of the community. At a spatial level this can be supported through the provision of accessible services, facilities and economic opportunities, ensuring that new development supports and where</p>	<p>The SA Framework should ensure that community and equality issues are considered.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Work towards equal access to services</p> <p>Take joined up action on social inclusion</p> <p>Develop the evidence and intelligence base</p> <p>The Implementation Plan 2006-9 sets out the key priorities for action. The objectives are:</p> <p>Economic participation for all</p> <p>Reducing hate crime and violence</p> <p>Promoting diversity as a regional asset</p>		<p>appropriate enhances existing facilities.</p>	
<b>Investment for Health: A Plan for the North West of England (2003)</b>			
<p>The objective of the plan is “<i>to achieve significant reductions in health inequalities between groups and areas in the North West, within a framework of sustainable development which supports economic, social, and environmental regeneration</i>”.</p> <p>The proposed priority groups for the Investment for Health Plan are:</p> <p><i>Children and young people.</i> Declining in numbers but crucial to the region’s economic and social future, and to breaking the inter-generational cycle of deprivation.</p> <p><i>Older people.</i> A major policy challenge to improve their quality of life and contribution to the region’s economic and social life.</p>	<p>There are no specific targets or indicators of relevance.</p> <p>However, the document does list Public Sector Agreements related to health.</p>	<p>Health and health inequality are important issues that need to be taken into consideration during the development of the Local Plan.</p>	<p>The SA Framework should include objectives, indicators and targets addressing health.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p><i>Black and ethnic minority groups.</i> A rapidly growing population, with relatively poor health, and for some groups a younger population with the potential to support economic and social regeneration.</p> <p><i>Disabled people.</i> At particular risk of social exclusion, and the numbers claiming Disability Living Allowance projected to increase by 11%.</p>			
North West Regional Cultural Strategy (2002)			
<p>The key objectives of the Strategy are:</p> <p>Advocacy - making the case for the role of culture and creativity</p> <p>Image - make culture central to the region's self-image and the external marketing of the region</p> <p>Cultural Economy - develop a sustainable, innovative cultural and creative economy</p> <p>Social Economy- develop the role of culture in sustainable healthy communities that work in education and in employment</p> <p>Environment - promote heritage and landscape, and its role in developing excellent design and planning in the public realm</p>	<p>There are no specific targets or indicators of relevance. However, the 'Strategic Opportunities' should:</p> <p>Achieve 'medium- to long-term benefit and make a "national and international impact"</p> <p>Add value to existing policy priorities, as well as building on current strengths and commitments</p> <p>Provide demonstrable and tangible long-term cultural impacts on economy, society, and image</p> <p>Acknowledge the importance of education and life-long learning and seek to link with relevant initiatives such as Creative Partnerships</p> <p>Involve new partnerships and significant support from the public private and voluntary sectors and have the potential to open up new sources of finance</p>	<p>The Local Plan should be compatible with the strategy, and promote the cultural and social economy, particularly the role of local culture.</p>	<p>The SA Framework should recognise the importance of culture and cultural heritage. It should also recognise the need to promote local cultural distinctiveness and access.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	Deliver sustainable activities or legacies to the region		
Lancashire Strategic Economic Plan (2014)			
<p>The LSEP identifies key priorities and programmes, which command local support and funding commitments. All programmes have the ability to deliver and benefit from Growth Deal and European Structural &amp; Investment Fund support from 2015/16 onwards. The LSEP is also seeking a number of specific Government policy flexibilities to maximise their impact.</p> <p>The strategic programmes and outcomes within the Lancashire Growth Deal are:</p> <ol style="list-style-type: none"> <li>1. Sector Development &amp; Growth</li> <li>2. Innovation Excellence</li> <li>3. Skills for Growth</li> <li>4. Business Growth &amp; Enterprise</li> <li>5. Releasing Local Growth Potential</li> <li>6. Renewal of Blackpool</li> </ol> <p>Part 2 also explains the LEP's approach to</p>	<p>The Growth Deal Innovation Excellence Programme represents a comprehensive £270m investment framework, involving 11 major initiatives, which can deliver nearly 3,000 new employment opportunities, safeguard a further 1,500 jobs, and generate almost £400m in new GVA by 2020.</p>	<p>The Local Plan should promote the priorities and outcomes of this plan.</p>	<p>The SA Framework should consider objectives, targets and indicators that support this plan.</p>
The North West Green Infrastructure Guide (2008)			

<b>Regional and Sub-Regional Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<p>This guide was prepared by the North West Green Infrastructure Think Tank, to support the Green Infrastructure (GI) policy (EM3) in the NW RSS. It provides more detailed information on the concept of GI and initial guidance on producing a GI Plan.</p> <p>The guide is particularly relevant to those involved in producing LDFs as this will be a crucial delivery mechanism for any GI plans.</p>	There are no specific targets or indicators of relevance.	The provisions of this guide should be considered in the development of the Local Plan.	The SA Framework should contain an objective relating to the provision of green space.
<b>Green Infrastructure: How and where it can help the North-West adapt to climate change (2010)</b>			
<p>The report analyses how the development of green infrastructure can help the region mitigate and adapt to climate change. It examines the services provided by green infrastructure and where these are likely to have the greatest impact. It concludes that the potential for impacts on mitigation are slight, whereas those on adaptation are substantial.</p> <p>Recommendations are made on targeting future action and investment for the greatest impact.</p>	There are no specific targets or indicators of relevance.	Development of the Local Plan must consider the role that green infrastructure can play in mitigating and adapting to climate change.	The SA Framework should contain objectives relating to climate change and green infrastructure, and the assessment should recognise the link between the two.
<b>Lancashire Renewable Energy Study (2011)</b>			
The study aimed to identify the deployment potential for onshore renewable energy to inform the development of future local planning policies.	There are no specific targets or indicators within the study.	The potential for renewable energy deployment within Fylde should be considered during the	The SA Framework should consider renewable energy with the inclusion of relevant objectives, indicators and targets.

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
The study has been produced in two phases. Phase one identifies the renewable energy technical capacity. Phase two identifies the renewable energy realistic deployable potential i.e. what is realistic taking local constraints into consideration, such as economic viability, transmission constraints, supply chain and planning constraints.		preparation of this plan.	
<b>North West England and North Wales Shoreline Management Plan (SMP2) (2010)</b>			
<p>This document is the second generation Shoreline Management Plan for the shoreline which extends between Great Orme's Head in North Wales and the Scottish Border.</p> <p>It provides a large-scale assessment of the risks associated with erosion and flooding at the coast. It also presents policies to help manage these risks to people and to the developed, historic and natural environment in a sustainable manner.</p> <p>The SMP2 should:</p> <ul style="list-style-type: none"> <li>set out the risks from flooding and erosion to people and the developed, historic and natural environment within the SMP2 area;</li> <li>identify opportunities to maintain and improve the environment by managing the risks from floods and coastal erosion;</li> </ul>	There are no specific targets or indicators.	The Local Plan should include policies that address the aims of this plan to manage risks associated with flooding.	The SA Framework should include objectives, indicators and targets that address the aims of the plan.

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>identify the preferred policies for managing risks from floods and erosion over the next century;</p> <p>identify the consequences of putting the preferred policies into practice;</p> <p>set out procedures for monitoring how effective these policies are;</p> <p>inform others so that future land use, planning and development of the shoreline takes account of the risks and the preferred policies;</p> <p>discourage inappropriate development in areas where the flood and erosion risks are high; and</p> <p>meet international and national nature conservation legislation and aim to achieve the biodiversity objectives; and,</p> <p>highlight areas where there are gaps in knowledge about the coast and produce an action plan to address these gaps.</p>			
<b>Lancashire Climate Change Strategy 2009 -2020</b>			
<p>The Lancashire Climate Change Strategy sets out the Partnership’s long-term vision that Lancashire is “low carbon and well adapted by 2020”. The key objectives of this strategy are to:</p>	<p>A key target of this strategy is that it aims that in 2020 Lancashire will have reduced its emissions of CO<sub>2</sub> by at least 30% relative to 1990.</p> <p>The strategy also includes the following national indicators which may be of relevance to the SA and Local Plan:</p>	<p>The plan should include policies that recognise local action needs to be taken with regard to climate change issues along with ensuring policies contribute to</p>	<p>The SA Framework should include objectives, indicators and targets that relate to climate change and the need to reduce</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Reduce greenhouse gas emissions resulting from the use of energy in homes, by improving energy efficiency, minimising waste and exploiting renewable sources of energy.</p> <p>Reduce greenhouse gas emissions through better waste management, including waste minimisation and increased recycling.</p> <p>Develop and maintain an integrated, efficient and sustainable transport system.</p> <p>Increase the use of public transport, walking and cycling.</p> <p>Promote the use of more efficient vehicles and alternative transport fuels, including sustainable bio-fuels.</p> <p>Encourage a sustainable and competitive Lancashire economy that will measure, mitigate and reduce its contribution to climate change, through energy and resource efficiency actions.</p> <p>Create an informed, skilled and environmentally responsible work force and work place able to compete in an emerging and diverse 'environmental economy'.</p> <p>Ensure that future economic plans ensure a low carbon economy.</p> <p>More efficient use of resources and more environmentally-aware procurement, including of infrastructure.</p>	<p>CO<sub>2</sub> reduction from local authority operations.</p> <p>Per capita reduction in CO<sub>2</sub> emissions in the LA area.</p> <p>Tackling fuel poverty - % of people receiving income based benefits living in homes with a low energy efficiency rating.</p> <p>Planning to adapt to climate change.</p>	<p>achieving Lancashire's CO<sub>2</sub> reduction target.</p>	<p>greenhouse gas emissions.</p>

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Actively promote decentralised energy production and medium and large scale renewable energy generation</p> <p>Make the most of Lancashire’s environmental assets and ensure that the climate change mitigation and adaptation functions of Lancashire’s green infrastructure are maximised to deliver economic, environmental and social benefits.</p> <p>Support the development of mechanisms to reduce greenhouse gas emissions through the sustainable management of Lancashire’s woodlands.</p> <p>Manage Lancashire’s upland and lowland peat lands to sequester carbon and prevent its release.</p> <p>Identify what the impacts of climate change on biodiversity will be in Lancashire and support the uptake of practical adaptation measures.</p> <p>Ensure development and critical infrastructure is resilient to flooding and other climate change impacts and the risk of these impacts are managed effectively.</p> <p>Realise the economic development opportunities associated with developing adaptation capacity in Lancashire.</p> <p>Support practical measures to allow Lancashire’s biodiversity to adapt to climate impacts.</p> <p>Encourage strong community participation in climate solutions.</p>			

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>Countryside Character Volume 2: North-West</b>			
This document presents the results of Natural England's survey of the countryside character and landscape of the North-West. It reflects the guidance issued by the Countryside Agency and Scottish Natural Heritage (2002), referred to in the National Plans and Policies section above.	The document contains no targets or indicators.	Landscape character should form a component of the Local Plan baseline and should be considered when proposing new development.	The SA Framework should include an objective on landscape quality.
<b>North-West Landscape Character Framework Project (ongoing)</b>			
<p>This Natural England project aims to:</p> <p>Map and describe our diverse landscapes at a regional scale, seamlessly from upland to city centre to sea</p> <p>Develop the idea of landscape as a 'framework' to help joined-up thinking about the environment</p> <p>Be a focus for promoting the principles of the European Landscape Convention</p>	There are no targets or indicators.	Landscape character should form a component of the Local Plan baseline and should be considered when proposing new development.	The SA Framework should include an objective on landscape quality.
<b>Lancashire Landscape Character Assessment and Landscape Strategy (2000)</b>			
<p>The four main objectives of the landscape character assessment are:</p> <p>To outline how the landscape of Lancashire has evolved in terms of physical forces and human influences.</p>	There are no specific targets or indicators of relevance. However, it will important for the SA to take into consideration the recommendations for each of the relevant landscape character types.	The Local Plan should include objectives and policies that seek to restore, protect and enhance landscape	The landscape character assessment has been used to identify the baseline conditions and the SA Framework should

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To classify the landscape into distinct landscape types identifying key characteristics and sensitivities and providing principles to guide landscape change.</p> <p>To describe the current appearance of the landscape, classifying it into distinct zones of homogenous character, summarising the key features of each landscape character area.</p> <p>To describe the principal urban landscape types across the County, highlighting their historical development.</p> <p>The document outlines the characteristics of the Lancashire landscape and divides the landscape into character areas.</p> <p>The strategy objectives are:</p> <p>To review the forces for change that are affecting the landscape, highlighting key issues and implications of different forms of development and land use change for landscape character and quality.</p> <p>For each landscape character type, to identify key environmental features and the specific implications of change, as well as appropriate strategies and actions to manage and guide the landscape change in a positive way.</p> <p>To produce an overview of strategic issues for Lancashire, identifying the key actions that need to be taken to bring about positive landscape change, including the development of landscape indicators and targets.</p>		and townscape character and quality.	include objectives, indicators and targets relating the preservation and enhancement of landscape and townscape quality.

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
For each of the landscape character types a series of recommendations are outlined to protect, restore and enhance various landscape elements.			
<b>Biodiversity Action Plan for Lancashire (various dates)</b>			
<p>The plan comprises a series of action plans for habitats and species in Lancashire.</p> <p>For each of the habitats and species information is provided about current national, regional and local status.</p>	For each habitat type/species a series of objectives, actions and timescales for implementation are identified. The actions are also assigned a priority for implementation i.e. low, medium and high.	The Local Plan needs to incorporate policies which support and promote the enhancement of biodiversity.	The relevant objectives, targets and indicators should be integrated into the SA Framework.
<b>Lancashire Woodland Vision 2006-2015</b>			
<p>The document seeks to guide new planting and woodland management in the context of the Lancashire landscape strategy. Main objectives are to:</p> <p>Formulate a strategy or vision to guide the development of woodlands and associated businesses in Lancashire.</p> <p>Produce local woodland vision statements for the 21 landscape character types and urban landscape types of Lancashire.</p> <p>Identify priorities for woodland planting and management action.</p> <p>Assist in formulating advice and targeting resources through existing and proposed grant aid schemes.</p>	There are no specific targets or indicators of relevance.	The Local Plan should take opportunities to promote urban forestry and street trees and to protect the wider biodiversity resource.	The SA Framework should include objectives that seek to protect biodiversity including woodland.

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Inform the public at large of woodlands and their management in the context of Lancashire landscapes.</p> <p>There is a specific vision and objective for the woodland resource in each of the landscape character types.</p>			
<b>A Geodiversity Action Plan for Lancashire (2004)</b>			
<p>Six objectives are identified which reflect the wide range of interests' involved in conserving the county's geology and landforms:</p> <p>To establish and make accessible a wide range of field based geodiversity information.</p> <p>To understand what physical landscape and geodiversity sites existing in Lancashire.</p> <p>To establish what skills and knowledge are available in the community to assist in the implementation of the Local Geodiversity Action Plan.</p> <p>To have geoconservation policies adopted by local and other relevant bodies.</p> <p>To raise awareness and appreciation of geoconservation amongst professional groups and the general public.</p> <p>To increase community and business activity in geoconservation.</p>	<p>The targets in the Strategy include:</p> <p>Get geoconservation strategies written into local plans.</p> <p>Actively involve local communities and business in geoconservation policies.</p> <p>Produce a database of geodiversity resources.</p> <p>These targets relate primarily to gathering sufficient information to ensure that geoconservation interests are adequately addressed in relevant plans and strategies.</p>	<p>The Local Plan should include policies which relate to geoconservation interests.</p>	<p>The SA should seek to protect and enhance geodiversity in Fylde.</p>

<b>Regional and Sub-Regional Plans</b>			
<b>Key Objectives Relevant to Plan and SA</b>	<b>Key Targets and Indicators Relevant to Plan and SA</b>	<b>Implications for Plan</b>	<b>Implications for SA</b>
<b>Lune and Wyre Abstraction Licensing Strategy (2013)</b>			
<p>This Licensing Strategy sets out how water resources are managed in the Lune and Wyre area. It provides information about where water is available for further abstraction and an indication of how reliable a new abstraction licence may be. The Lune and Wyre Catchment Abstraction Licensing Strategy supersedes the Lune Catchment Abstraction Strategy (issued in March 2004) and Wyre Catchment Abstraction Strategy (issued in November 2006).</p>	<p>The strategy identifies resource availability within the Lune and Wyre areas and areas where availability is restricted. The strategy also identifies specific actions to assist in water resource management.</p>	<p>The availability of water should be considered in the preparation of the Local Plan.</p>	<p>Water availability should be considered when developing the SA Framework.</p>
<b>Ribble Catchment Flood Management Plan (2009) and Wyre Catchment Flood Management Plan (2009)</b>			
<p>The Plans are high level strategic planning tools which will be used to explore and define long term sustainable policies for flood risk management. It is essential to enable a strategic, proactive and risk-based approach to flood risk management.</p> <p>Fylde Borough lies within two catchments - the Wyre basin covers the north, whilst coastal areas lie within the Ribble basin.</p>	<p>The Plans do not contain specific targets or indicators.</p>	<p>The Local Plan should consider potential flood risk, and prevent development within the floodplain.</p>	<p>The SA Framework should include objectives that promote reduction and management of flood risk.</p>
<b>Lancashire and Blackpool Local Flood Risk Management Strategy 2014-2017</b>			

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
The Lancashire and Blackpool Flood Risk Management Strategy has been jointly produced by Lancashire County Council and Blackpool Council to show how the local authorities intend to manage the risk from local sources of flooding initially over the next 3 years and with revised editions every 6 years. Local sources of flooding, are those from ordinary watercourses (small streams and channels), pluvial (surface water runoff as a result of heavy rainfall) and groundwater (where water held beneath the ground reaches the surface).	The strategy outlines key strategic objectives for roles and responsibilities and outlines short term and medium term goals in relation to roles and responsibilities.	The Local Plan should address the key flood risk objectives within this strategy.	The SA Framework should include objectives that promote reduction and management of flood risk.
<b>River Basin Management Plan for the North West River Basin District (2009)</b>			
River Basin Management Plans aim to protect and improve the water environment and have been developed in consultation with organisations and individuals. They address the main issues for the water environment and the actions needed to deal with them.	The Plan does not contain specific targets or indicators.	The Local Plan should consider how the water environment can be protected and enhanced.	The SA Framework should include objectives that consider effects upon water quality and resource.
<b>Lancashire Rights of Way Improvement Plan 2015-2025 (Consultation Draft)</b>			
<p>The plan has been developed with the following visions:</p> <p>To use the plan preparation process as an opportunity to undertake a strategic overview of the access opportunities available within Lancashire's countryside.</p> <p>To improve the network of local rights of way, within the powers available to us, to better meet the needs of local</p>	<p>Activities are focussed around seven inter-related themes:</p> <p>Definitive map.</p> <p>Inspection and improvement.</p> <p>Providing information.</p>	The implications on rights of way, access and recreation should be considered in the preparation of the plan.	Baseline information, issues and opportunities are identified within the Improvement Plan. These should be considered when developing the SA Framework.

Regional and Sub-Regional Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>people (including those with impaired vision and reduced mobility) and our visitors.</p> <p>To increase the public's enjoyment and the benefits it derives from the Lancashire countryside.</p> <p>To monitor the improvements against clear targets during the 10-year life of the plan.</p>	<p>Community to countryside links.</p> <p>Bridleway and off-road cycling circuits and routes.</p> <p>Reduced mobility and visual impairments.</p> <p>Higher rights and other provisions.</p> <p>Under each theme, a series of actions is proposed which links to targets and progress indicators.</p>		
<b>Lancashire Sub-Regional Gypsy and Traveller Accommodation and Related Services Assessment (2007)</b>			
<p>Recent legislation and guidance from the government has indicated a commitment to taking steps to resolve some of the long standing accommodation issues for members of the Gypsy and Traveller communities. This study presents the main findings of the assessment of gypsy and traveller accommodation undertaken and it provides recommendations for accommodation provision based on the findings.</p>	<p>The assessment does not contain specific targets or indicators.</p>	<p>The assessment findings should be incorporated into the Local Plan.</p>	<p>The assessment findings should be considered when developing SA Framework.</p>

## Summary of Local Plans

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>Fylde Borough Council Regeneration Framework (2010)</b>			
<p>The document is a regeneration vision for the Borough which presents the known schemes within the Borough whilst at the same time allows individuals, community groups or town and parish councils to propose new schemes for consideration.</p> <p>This document is produced in support of the Council's Interim Housing Policy (Addendum III updated February 2013) and is the principal means by which 'Declared schemes' are identified by the Council.</p>	No targets or indicators within the document.	The Regeneration Framework outlines the regeneration need within Fylde and the Local Plan should have regard for regeneration schemes within the borough.	The SA Framework should consider regeneration need within Fylde.
<b>Corporate Plan 2013 to 2016</b>			
<p>The plan outlines the key corporate objectives that the Council is trying to achieve along with the key priority actions necessary to achieve them.</p> <p>The plan is divided into short term actions, medium term targets and long term outcomes in order to achieve excellence across the following priorities:</p> <p>Places: To promote the enhancement of the natural and built environment</p> <p>People: To promote cohesive communities</p> <p>Prosperity: To promote a thriving economy</p>	<p><b>Places</b></p> <ol style="list-style-type: none"> <li>1. To complete the Local Plan (Part 1) by December 2014</li> <li>2. To secure the funding for coastal defence improvements from Defra</li> <li>3. To achieve a household recycling rate of at least 47% by March 2016</li> <li>4. To achieve over 80% customer satisfaction with parks and open spaces by 2016</li> <li>5. To complete the relevant actions of the dunes management action plan by March 2016</li> </ol>	The corporate strategy outlines a number of key cross-cutting issues and objectives. The Local Plan should have regard to the objectives of the Plan and be the spatial expression of objectives where appropriate.	The SA can draw from a number of cross-cutting objectives, indicators and targets.

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Performance: To meet the expectations of our customers</p> <p>Key outcomes are identified for each of the objectives.</p>	<p>6. To achieve 100% success in Green Flag applications in March 2014</p> <p>7. To achieve and maintain at least 90% of households on wheeled bin collection services by March 2016</p> <p>8. To complete the review of all council owned assets by March 2016</p> <p><b>People</b></p> <p>1. To continue the reduction of all crime within the Borough by March 2016</p> <p>2. To achieve at least 10,000 hours per annum of volunteer / community group support by 2016</p> <p>3. To achieve at least 90% of people feeling safe in the borough when out at night by March 2016</p> <p>4. To deliver 200 affordable housing units between April 2013 and March 2016</p> <p>5. To complete the empty property Strategy and Home Energy Conservation Act plan</p> <p>6. To have at least one volunteer or friends group in every Parish of the Borough by March 2016</p>		

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>7. To achieve at least 92% satisfaction with Fylde as a place to live by March 2016</p> <p><b>Prosperity</b></p> <p>1. To have less than 5% unemployment in the Borough by March 2016</p> <p>2. To achieve at least 80% customer satisfaction with shopping facilities in the Borough by March 2016</p> <p>3. To achieve at least 75% customer satisfaction with the planning service by March 2016</p> <p>4. To achieve at least 90% satisfaction with Fylde as a place to visit</p> <p>5. To have at least 92% of food premises scoring 3 or higher for food hygiene rating scheme by March 2016</p> <p>6. To deliver joint working with EDC partners on job creation</p> <p>7. To have at least three new companies operating in the Enterprise Zone by March 2016</p> <p><b>Performance</b></p> <p>1. To achieve at least 80% residents satisfaction with value for money from the Council by March 2016</p>		

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>2. To maintain a robust financial forecast with a sustainable level of support from reserves in the medium term.</p> <p>3. To achieve at least 90% satisfaction from employees with Fylde as a place to work by March 2016</p> <p>4. To achieve at least 85% customer satisfaction with the Council's overall performance by March 2016</p> <p>5. To achieve at least 85% satisfaction with the refuse collection and household recycling services by March 2016</p> <p>6. To achieve at least 85% satisfaction with street cleanliness by March 2016</p> <p>7. To achieve at least 85% residents satisfaction overall rating for Fylde Council by March 2016</p>		
<b>Fylde Employment Land and Premises Study (2012)</b>			
<p>The Study comprises five main elements:</p> <p>An assessment of the Borough's economy that informs the amount, location and type of employment land and premises required to facilitate its development and growth</p> <p>A review of the current portfolio of employment land and premises</p>	<p>The study recommends the protection of the identified current land supply that is not the subject of existing consents for alternative uses.</p> <p>It also recommends the provision of between 26 and 33 ha of additional employment land. This needs to be allocated and brought forward to meet requirements up to 2030. This recommendation is based on the evidence of the long term (since 1989)</p>	<p>The study provides key employment information that should be used to inform the Local Plan.</p>	<p>The SA Framework should include objectives, targets and indicators that address employment land.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Identification and appraisal of additional potential employment land which could be used to meet the Borough's future land needs</p> <p>An assessment of the potential impact of major public and private sector development proposals, notably the Enterprise Zone at Warton</p> <p>Recommendations on the future allocation of employment land and premises to maintain the Borough's economic growth.</p>	<p>annual average take-up rate experienced by the Borough.</p>		
Spatial Portrait of Fylde Borough (2010)			
<p>This document forms part of the evidence base for the emerging Local plan. It consists of a collation of spatial data from various sources and previous studies to 'paint a picture' of the Borough in statistical terms.</p>	<p>There are no targets. The document consists of a series of indicators reflecting the following topic areas:</p> <ul style="list-style-type: none"> <li>Age Structure</li> <li>General Health</li> <li>Economic Activity</li> <li>Social Grade / Skills</li> <li>Educational Qualifications</li> <li>Household Incomes</li> <li>House Prices</li> </ul>	<p>The report provides data to inform the development of the Local Plan.</p>	<p>Data contained in the report should be used as part of the SA baseline.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	Dwelling Type – Spaces Dwelling Type – People Dwelling Stock by Council Tax Band Housing Tenure Vacant Dwellings Car Ownership Travel to Work Mode Affordable Housing Deprivation		
<b>Fylde Employment Land and Economic Development Strategy &amp; Action Plan 2008-2021</b>			
<p>The strategy characterises Fylde’s economic and employment status in the context of the UK and the region, and identifies its key challenges and opportunities.</p> <p>It sets out a strategy for delivering economic growth and greater diversification in the local economy.</p> <p>The following strands have been developed in response to the economic constraints and opportunities identified:</p> <p>1: Strong and Vibrant Town Centres</p>	<p>There are no specific targets or indicators. The first Action Plan describes a series of activities to be carried out between 2008 and 2012 in support of the six strands.</p>	<p>The development of the Local Plan must have regard to the strategy and support its aims with appropriate land use planning policies.</p>	<p>The strategy provides a clear indication of economic issues and opportunities to be considered through the SA. It also identifies some key objectives which should be given consideration when</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>2: Room to Grow – the Business Portfolio (availability of employment land)</p> <p>3: High Value Tourism</p> <p>4: Knowledge Intensive Industry (building on strengths in aerospace and the nuclear industry)</p> <p>5: Connected for Business (transport – Blackpool International Airport, South Fylde Rail Line, M55-Heyhouses Link Road)</p> <p>6: Skills for Business</p>			developing the SA Framework.
<b>Fylde Coast Retail Study (2011) and update (2013)</b>			
<p>The 2013 document updates the quantitative assessment of retail floorspace requirements presented in the 2011 study to extend the study period to 2030.</p> <p>The study comprises an assessment of current patterns of retailing across Blackpool, Fylde and Wyre boroughs. The study provides:</p> <p>An overview of current and emerging national retail trends that are likely to have an impact on the retail sector in the Fylde Coast sub-region;</p> <p>An assessment of the vitality and viability of existing town and district centres;</p>	<p>In relation to Fylde, the study makes a number of recommendations:</p> <p>The councils should pursue a strategy which seeks to achieve a moderate increase in retention of comparison goods expenditure from its current level of 75 per cent (excluding SFT), to 78 per cent by 2021, and to 80 per cent by 2026.</p> <p>The first priority for a qualitative improvement in the Fylde Coast's convenience offer is for a new food superstore as part of mixed use development at Talbot Gateway.</p>	<p>The Local Plan should consider the findings of the Retail Study when developing policies on town centres and retailing.</p>	<p>The SA Framework should include objectives related to service provision and economic growth.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>An assessment of retail spending patterns and destinations for various leisure activities</p> <p>An assessment of quantitative and qualitative needs</p> <p>An assessment of options and recommended strategy for improving the Fylde Coast's sub regional retail offer</p>	<p>The second priority in the Fylde Coast sub-region is to improve the convenience offer in Poulton-le-Fylde Town Centre.</p> <p>In Kirkham, the focus should be on halting the increasing vacancy rate, and enhancing retailer representation in the comparison goods sector, particularly the important clothing and footwear sub-category.</p> <p>Recommendations for Lytham are to maintain the centres vitality and viability and to use the floorspace capacity that has been identified to complement and enhance the existing retail offer and to ensure that the centre remains attractive to catchment area residents rather than competing destinations outside the catchment, and in out-of-centre locations.</p> <p>In St Annes, more complementary and diverse mix of retailers should be promoted, and in attracting such retailers, the Council should encourage the refurbishment of vacant units so that they are fit for purpose.</p>		
<b>Whitehills Development Appraisal (2013)</b>			
<p>The overall aim of the project is to research and produce a detailed development appraisal that will enhance planning decision making, provide the means for future investment and an action plan for delivery. This includes consideration of the most likely and appropriate commercial development for</p>	<p>The report provides recommendations to Fylde Council addressing key points and findings from the appraisal. However no specific targets have been drawn from the report.</p>	<p>The findings from the assessment should be used to inform the Local Plan.</p>	<p>The SA Framework should consider the findings and recommendations of the assessment for to</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>existing allocated sites, and land currently designated as 'Countryside' in the Fylde Local Plan.</p> <p>It assesses the development potential of land in the immediate vicinity of Junction 4, M55 Motorway (the Whitehills Development Area/Whitehills Area).</p> <p>The Study comprises eight main elements:</p> <p>Consideration of the needs and demands of businesses/organisations located within the study area boundaries</p> <p>Consideration of current landownerships in the study area and how these may help or constrain a consistent and comprehensive development of the area during the Local Plans' period. This to include reviewing the area's historic development and the models involved</p> <p>An assessment of the extent to which housing development might either constrain the more comprehensive development of the area, or be advantageous in providing enabling development or improving the area's sustainability</p> <p>Consideration of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at Warton and its possible impact on, or opportunities for, supply chain facilities in Whitehills Area</p> <p>A review of connectivity across and between different sites within the Whitehills Area (both pedestrian and vehicular)</p>			<p>inform guide questions, targets and indicators.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Consideration of occupier and developer demand in terms of property size, tenure and infrastructure requirements. This includes demand for non-B Class employment activities in terms of their potential contribution towards a more sustainable development form</p> <p>Consideration of the ability or willingness of owners/developers to build or sell, and the implications arising for Whitehills</p> <p>Production of an indicative land use plan and action plan that has regard to possible public sector investments.</p>			
<b>Lytham St Annes '2020 Vision' for the Visitor Economy and 'Classic Resort' Status (2009)</b>			
<p>This document sets out a short and medium term vision for the development of the economy of Lytham St. Annes as an important constituent element of the Borough of Fylde and the wider region. It includes an overview as to how the coastal towns will engage with the development of the Fylde Coast, particularly in the context of the Visitor Economy and help achieve ambitious targets for visitor growth set out by the sub regional Tourist Board.</p>	<p>There are no specific targets or indicators.</p>	<p>The Local Plan should seek to address the short and medium term vision outlined within this document</p>	<p>The SA Framework should consider the vision and needs identified within this document for Lytham St Annes.</p>
<b>St Anne's Seafront Masterplan (2008)</b>			
<p>The Masterplan sets out to begin the process of reversing the decline the St Anne's seafront. It analyses the existing character of the area; identifies constraints and opportunities; and proposes a range of possible solutions.</p>	<p>There are no specific targets or indicators.</p>	<p>The Local Plan should reflect the ambition to regenerate the St Anne's waterfront</p>	<p>The assessment of the Local Plan should refer to the value of regeneration against a range of</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
		and refer to the masterplan.	sustainability objectives.
<b>Fylde Coast Housing Strategy (2009)</b>			
<p>This document was jointly produced by Blackpool, Wyre and Fylde Councils because there is a high level of integration in the local economy and housing market of the Fylde Coast. It has the following objectives:</p> <p><b>Quantity - Providing appropriate numbers of the right kinds of high quality new homes</b></p> <p>support the local economy and meet long term demand for housing by increasing rates of new building</p> <p>provide more of the affordable homes that are in the highest demand</p> <p>maintain a sustainable community life in rural settlements by providing affordable housing for local residents and workers who would otherwise be priced out</p> <p><b>Quality - Raising the quality of the overall housing offer to support growth in the Fylde Coast economy</b></p> <p>reduce in-migration of people with chaotic life styles by reducing the numbers of poor quality private rented homes in inner Blackpool</p>	<p>Targets relevant to each objective are provided within the Strategy. Targets are set for both three years (2012) and ten years (2019) where appropriate. Key relevant targets are presented below. The full list is provided in the Strategy document.</p> <p>Provide 306 net additional homes per annum by 2019</p> <p>Deliver 70 (gross) affordable homes per year by 2012 and 2019</p> <p>It is important to note that the Strategy contains targets taken from the North-West Regional Spatial Strategy, and was published prior to the intention to revoke the RSS was known.</p>	<p>The housing needs and requirements for Fylde outlined in this Strategy place a number of demands upon the need to develop appropriate planning policies. For example planning policies will need to encourage the correct mix of housing.</p>	<p>There are a number of issues and opportunities identified in the Strategy that must be considered in the SA. The Strategy must also inform the development of the SA objectives, targets and indicators.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>enhance the residential offer in inner Blackpool and Fleetwood, with a wider range of house types and increased owner occupation</p> <p>reduce concentrations of deprivation on large social housing estates by improving the neighbourhood environments, re-developing unpopular housing stock, and diversifying tenures</p> <p>raise the quality of the private rented sector</p> <p>improve housing conditions for people who are vulnerable because they are older or on low incomes, tackle fuel poverty and reduce domestic carbon emissions</p> <p><b>People - Helping people to access the accommodation and support that they need to lead stable and prosperous lives</b></p> <p>provide new opportunities for people at risk of homelessness, and those without work, to make a positive contribution to the local community</p> <p>meet the changing requirements of older people and those requiring long term care through the provision of the right mix of specialist accommodation, adaptations, and support</p>			
Fylde Coast Strategic Housing Market Assessment (2014), SHMA Addendum 1 (2014) and SHMA Addendum 2 (2015)			
The SHMA addendums provide an analysis of housing need in light of the 2012 sub-national household projections.	There is an estimated need for 249 affordable homes per year in Fylde, with the majority of this need located in Lytham & St Annes. There is a particular demand across the authority for one bedroom	The Local Plan should seek to address the	The SA Framework should include an objective related to meeting identified

Local Plans			
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<p>The SHMA is NPPF compliant and updates the evidence base of housing needs and demands across the Fylde Coast. It provides evidence for the Councils as to how many dwellings of different tenures may be needed over the next fifteen years and beyond and will also enable a greater understanding of the dynamics and drivers of the sub-regional housing market, and will allow the identification of actions that will help to deliver better housing and socio-economic outcomes for those living in Blackpool, Fylde and Wyre.</p>	<p>properties. It is also clear that some affordable housing need can be met with intermediate products and the private rented sector, with estimates indicating that around half of all private renters are Housing Benefit claimants</p>	<p>recommendations of the study.</p>	<p>housing needs. The assessment should be informed by the findings of the report.</p>
<b>Housing Requirement Paper (2015)</b>			
<p>This Housing Requirement Paper 2015 takes the findings of the SHMA and Addendums 1 and 2 and relates them to national planning policy which is set out in the National Planning Policy Framework and National Planning Practice Guidance. It describes the Council's aspirations for the borough as expressed through its adopted Corporate Plan and emerging Local Plan.</p> <p>The specific issues that need to be addressed in Fylde include:</p> <p>Employment Trends/ Economic Growth / Enterprise Zone / Levels of Commuting</p> <p>Market Signals which can be divided up into indicators relating to price and quantity.</p>	<p>The housing requirement paper concludes that a figure of 370 dwellings per annum will meet Fylde's objectively assessed need for housing. This will support stabilisation of the economy over the plan period, contribute to meeting a significant proportion of the affordable housing need identified in the SHMA and provides a high level of delivery.</p>	<p>The information on housing need presented in this paper should inform housing policies within the Local Plan.</p>	<p>The SA Framework should include an objective and relevant targets and indicators related to ensuring all housing needs are addressed.</p>
<b>Fylde Housing Needs Assessment (2012)</b>			

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>This updated Housing Needs Assessment is based on the Department of Communities and methodology [Strategic Housing Market Assessments Practice Guidance, Version 2, CLG, 2007]. It uses secondary information sources to estimate the total need across the borough and updates the existing estimate of need from the Fylde Coast Strategic Housing Market Assessment 2008.</p>	<p>There are no specific targets or indicators.</p>	<p>The Local Plan should seek to address the findings of this assessment.</p>	<p>The SA Framework should include an objective related to meeting identified housing needs. The assessment should be informed by the findings of the assessment.</p>
<p><b>Fylde Borough Council Homelessness Strategy 2013-2018</b></p>			
<p>The builds on the success achieved in the last strategy (2008-2013) and seeks to review existing services and develop further with the emphasis very much on preventing homelessness.</p> <p>The three priorities for the strategy consist are:</p> <p>Maximise existing partnerships to effectively use current resources (both internally and externally)</p> <p>Preventing homelessness</p> <p>Increasing the supply of settled accommodation including access into the private rented sector and implementing a pilot policy to discharge the homeless duty into the private and rented sector.</p>	<p>The 10 Local Authority Gold Standard challenges:</p> <ol style="list-style-type: none"> <li>1. Adopt a corporate commitment to prevent homelessness which has buy in across all local authority services</li> <li>2. Actively work in partnership with voluntary sector and other local partners to address support, education, employment and training needs</li> <li>3. Offer a Housing Options prevention service, including written advice, to all clients</li> <li>4. Adopt a No Second Night Out model or an effective local alternative</li> <li>5. Have housing pathways agreed or in development with each key partner and client group that includes appropriate accommodation and support</li> </ol>	<p>The Local Plan should draw on the data collected for the strategy, and include policies that support the aims of preventing homelessness and supporting vulnerable people.</p>	<p>The SA should include an objective related to meeting the demand for housing for all groups.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>6. Develop a suitable private rented sector offer for all client groups, including advice and support to both clients and landlords</p> <p>7. Actively engage in preventing mortgage repossessions including through the Mortgage Rescue Scheme</p> <p>8. Have a homelessness strategy which sets out a proactive approach to preventing homelessness and is reviewed annually so that it is responsive to emerging needs</p> <p>9. Not place any young person aged 16 or 17 in Bed and Breakfast accommodation</p> <p>10. Not place any families in Bed and Breakfast accommodation unless in an emergency and then for no longer than 6 weeks</p> <p>1. Halve the number of households in temporary accommodation by 2010 (baseline 2004) and continue to maintain this level.</p>		
<b>Strategic Housing Land Availability Assessment (SHLAA) (2012)</b>			
<p>The Council's SHLAA examines the amount and location of land which is potentially suitable for housing development over the next 15 years. There are four main objectives of the Study:</p> <p>To demonstrate whether at the base date of 31<sup>st</sup> March 2012 there are sufficient specific deliverable sites to represent a five</p>	<p>The assessment does not set targets, but rather identifies the potential for new housing.</p> <p>For the 15 year period to 2026 (the anticipated duration of the Core Strategy), it has identified the potential for:</p>	<p>When identifying sites for new housing allocations, the Local Plan should be informed by the results of the study.</p>	<p>There are no specific implications for the SA.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>year supply of housing land (at the rate set by the Regional Spatial Strategy);</p> <p>To support the preparation of the Core Strategy<sup>1</sup> and other Local Development Documents by demonstrating the number of dwellings which could come forward on specific and developable sites within existing settlements over the next 15 years;</p> <p>Taking into account the above, to make general conclusions as to whether housing allocations of land will need to be made on countryside sites outside existing settlement boundaries, and if so how much; and</p> <p>If in the future housing allocations are found to be necessary outside settlement boundaries, to identify the main options for residential settlement extensions.</p>	<p>2,2376 new dwellings within existing settlement boundaries</p> <p>21,894 new dwellings on new settlement extension sites</p>		
<b>Gypsy and Traveller Accommodation Assessment (2014)</b>			
<p>The principle purpose of the Assessment is to inform the development of local plan policy in the Fylde Coast sub-region relating to Gypsies, Travellers and Travelling Showpeople in a manner consistent with government planning advice in the form of the National Planning Policy Framework 2012 and Planning Policy for Traveller Sites 2012. Accordingly, it provides an up-to-date understanding of the likely permanent and transit accommodation needs of Gypsies, Travellers and Travelling Showpeople within the sub-region as a whole, and for each of the three participating authorities.</p>	<p>The study concludes that there is a total need of 26 extra pitches for Gypsies and Travellers up to 2031.</p>	<p>The Local Plan should incorporate the findings of the assessment.</p>	<p>The findings of this assessment should be given consideration when developing the SA Framework.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<b>Fylde Waste Management Strategy (2002-2010)</b>			
<p>The Strategy sets out the policies and principles for the sustainable operation of the council's Street Scene management unit. Note that overall responsibility for waste management within Fylde falls with Lancashire CC. This strategy therefore falls under the wider Lancashire Municipal Waste Management Strategy (LMWMS) 2001 – 2020.</p> <p>Its 5 objectives are:</p> <ol style="list-style-type: none"> <li>1. Implementation of the LMWMS targets up to 2010</li> <li>2. Change the refuse collection and recycling service delivery method to achieve statutory and LMWMS targets</li> <li>3. Market test waste services based on the new service delivery method</li> <li>4. Review street and beach cleansing services to incorporate new enforcement regimes</li> <li>5. Proactively inform customers and stakeholders of any new initiatives or legislation that may impact on service delivery or the council's objectives</li> </ol>	<p>The completion dates for all actions and the achievement of all targets within the strategy have expired. There are therefore no outstanding targets that could apply to the Local Plan.</p>	<p>The Local Plan should promote sustainable waste management in line with the objectives of the strategy and the wider LMWMS.</p>	<p>The SA Framework should include an objective related to sustainable waste management.</p>
<b>Fylde Crime and Disorder Reduction Partnership Strategy 2007/8 and Action Plan 2009/10</b>			
<p>The Strategy provides an overview of the crime and disorder environment within Fylde and makes recommendations for future activities.</p>	<p>The Action Plan contains specific targets for different categories of crime and reports on progress.</p>	<p>The Local Plan should seek to support the Strategy by ensuring that the</p>	<p>The SA should include objectives, indicators and targets</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The key priority areas are:</p> <p>Anti-social behaviour</p> <p>Quality of Life in Central Ward</p> <p>Illicit Substances and Alcohol</p> <p>Young People's Issues</p> <p>Domestic Violence</p>		land-use planning framework considers issues of crime, disorder and anti-social behaviour.	that relate to crime and fear of crime.
<b>Community Safety Strategy 2005-2008 for the Borough of Fylde</b>			
<p>The strategy is published by the Community Safety Partnership that includes representatives from a range of relevant organisations with an interest in improving public safety in Fylde.</p> <p>The aim of the strategy is "To promote community safety, reduce levels of crime, disorder and road casualties, as well as improving the quality of life for all those who live, work and visit the Borough of Fylde"</p>	<p>The targets in the Strategy are out-of-date but were related to the following topic areas.</p> <p>Safe and Secure Homes</p> <p>Safe and Secure Streets</p> <p>Young People's Issues</p> <p>Substance Misuse</p> <p>Anti-Social Behaviour</p> <p>Prolific Offenders</p>	The Local Plan should include policies that support the aims of reducing crime, fear of crime and improving public safety.	The SA Framework should include an objective related to reducing crime.
<b>Community Safety Plan 2008-2009</b>			
The vision of the plan is "To promote community safety, reduce levels of crime and disorder, as well as improving the	Targets are set against each of the priorities. In some cases these are developed locally, in others	The Local Plan should have regard to	The plan provides a clear indication of

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>quality of life for all those who live, work and visit the Borough of Fylde”</p> <p>The priorities of the plan are:</p> <p>To make the community feel safer by tackling the causes of crime and taking positive steps to reduce the fear of crime particularly in relation to those who are most vulnerable.</p> <p>To address the effects of problematic alcohol and drug abuse through increasing awareness and tackling the causes.</p> <p>Encourage young people to make a positive impact within the community ensuring that this is properly recognised and discouragement of “risk taking” behaviours.</p> <p>To create a safer environment for victims of domestic abuse.</p> <p>To reduce the number of people killed or seriously injured on the roads in Fylde.</p> <p>Increase in fire safety.</p>	<p>they reflect county or wider targets. Examples of relevance to the Local Plan are:</p> <p>Reduced complaints of juvenile nuisance and associated antisocial behaviour and low level crime.</p> <p>By 2010, to achieve a 40% reduction in the number of people killed or seriously injured in road accidents based on the average casualty figures for the period 1994-1998 (county target).</p> <p>A reduction of 10% in criminal damage, from the baseline set in 2003/04</p>	<p>the objectives of the plan and the spatial expression of objectives where appropriate.</p>	<p>crime and safety issues to be considered through the SA. It also identifies some key objectives, indicators and targets (performance measures) which should be given consideration when developing the SA Framework.</p>
<b>Open Space, Sport and Recreation Study (2008)</b>			
<p>The study presents the results of a detailed analysis of the provision of various categories of open spaces and sports facilities. It identifies gaps in current provision and makes recommendations for new and enhanced facilities in order to meet specified accessibility standards for different categories of facility.</p>	<p>Targets related to sporting provision are:</p> <p>An increase in capacity/quality and availability of pitch provision to meet an additional 0.74 hectares per 1,000 population.</p>	<p>The Local Plan should address the gaps in provision identified in the Study and seek to improve the quality of open</p>	<p>The SA should include an objective related to access to open space and sports facilities.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>Increase participation in football by strengthening the competitive structure and improving the effectiveness of the transfer between junior and adult football.</p> <p>Support and maintain participation in rugby, cricket and hockey.</p>	spaces and sports facilities.	
<b>Play Strategy for Fylde 2007-2012</b>			
<p>The strategy sets out a vision for play over the next five years and outlines how play will contribute to the Community Plan and the outcomes of the Every Child Matters agenda. The strategy was developed through multi-agency working and considerable community consultation.</p> <p>The vision stated in the document is “To develop sustainable challenging, inclusive play opportunities for the children &amp; young people of Fylde to enjoy”</p>	<p>Performance indicators to be used in measuring the strategy’s effectiveness are:</p> <p>Levels of satisfaction in play opportunities and facilities</p> <p>Numbers of community partnerships established</p> <p>% of children &amp; young people who play out</p> <p>% improvement in safety perceptions around children’s play</p> <p>Number of links with private sector play providers established</p> <p>Increases in quality and quantity of inclusive play space and opportunity</p> <p>An increase in the numbers of voluntary / paid workers in the play sector</p>	The Local Plan should support the strategy by ensuring that play facilities are provided of an adequate quality and quantity to meet identified needs.	The SA should consider how well the Local Plan improves access to facilities and services, including opportunities for recreation and leisure.

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	Number of people accessing recognised training courses in play		
<b>Fylde Green Infrastructure Strategy (2011)</b>			
<p>The Green Infrastructure Strategy provides supporting evidence for Fylde's LDF and has the opportunity to influence the criteria and standards against which proposed future development will be assessed and delivered. As such it will help foster partnership working towards sustainability and deliver Fylde's ambitions to achieve economic prosperity.</p> <p>the study seeks:</p> <p>To highlight the value of GI in meeting the Borough's social, economic and environmental objectives.</p> <p>To provide a Strategic Overview of GI within Fylde Borough Council.</p> <p>To Evaluate the Borough's existing GI assets and any potential constraints.</p> <p>To Identify, Assess and Produce Recommendations for 3 Priority Action Areas.</p> <ul style="list-style-type: none"> <li>- Clifton Drive - the issue highlighted being urban trees</li> <li>- Lytham Hall - the scenario being GI and heritage sites</li> </ul>	<p>The strategy provides an number of recommendations for the priority action areas notably including those below for Lytham Hall:</p> <p>Consider opportunities for GI to contribute to the protection, enhancement, management and interpretation of the historic dimension of the present landscape and to enhance access to heritage sites and their surroundings.</p> <p>Identify opportunities and allocate resources for the restoration and management of historic landscapes, parks, gardens and woodlands, particularly where they support the restoration, creation or extension of wildlife habitats.</p> <p>Identify heritage sites with particular importance as GI assets and explore the possibility of affording them appropriate protection measures. Additionally, their potential as landmark projects should be assessed with a view to promoting them as important hubs within the GI network.</p> <p>Develop urban GI networks to complement historic urban character and explore opportunities for enhancing wildlife within this environment. Where appropriate, this may include new tree planting, the</p>	<p>The Green Infrastructure Strategy presents key opportunities for green infrastructure within Fylde which should be addressed within the Local Plan.</p>	<p>The SA Framework should include objectives, targets and indicators that seek to increase green infrastructure within Fylde.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
being - BAE Systems future site - the issue explored brownfield sites.	<p>incorporation of nest boxes onto buildings or the provision of innovative nest sites or roosts within some built structures.</p> <p>Require management and maintenance plans to balance increased accessibility and use of natural and cultural assets with the conservation and enhancement of the environment. Such plans should also be required to address climate change.</p>		
<b>Draft Blackpool and Fylde Coast Protection Strategy (2011)</b>			
<p>The Draft Strategy's objectives are to:</p> <p>develop a strategic approach to minimise coastal flood and erosion risk to property and other assets within the jurisdiction of Blackpool and Fylde Councils over the next 100 years;</p> <p>investigate opportunities to enhance and improve the area's natural, cultural and amenity value; and,</p> <p>comply with all statutory obligations arising from national and international nature conservation designations and related legislation in the area.</p>	There are no specific targets or indicators.	The objectives of the protection strategy should be incorporated into the Local Plan.	The SA Framework should seek to address coastal protection.
<b>Fylde Borough Council: Strategic Flood Risk Assessment (updated 2011)</b>			
The aim of the SFRA is to work with the planning system to raise the profile and understanding of flood risk and to influence the spatial planning processes to provide sustainable developments.	Specific areas within the Borough are identified and assessed for their level of flood risk. The SFRA makes recommendations for spatial planning across the Borough.	The Local Plan should attempt to reduce flood risk and direct development	The SA Framework should include an objective related to

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
		away from flood-prone areas.	flooding and the water environment.
<b>Fylde Coastal Strategy 2015 - 2032</b>			
<p>The purpose of Fylde's Coastal Strategy is to present a vision for the regeneration of Fylde's 18 km coastline stretching from Starr Gate to Savick Brook establishing a network of green infrastructure (green and blue space) to create a Coastal Parkway.</p> <p>The Strategy identifies and develops high-level key actions, addresses the major issues affecting the Fylde Coast and applies these Key Actions to specific zones.</p> <p>The Vision is <i>"To create a unique, high quality visitor destination for residents and visitors, which is based on the conservation and enhancement of the natural landscape and heritage assets of the coastal area of the Borough of Fylde"</i>.</p> <p>The Strategy Objectives are as follows:</p> <p>To create an interconnected corridor of green infrastructure along the Fylde coast.</p> <p>To safeguard the coast from flooding, coastal erosion and the effects of climate change.</p> <p>To improve the quality of our bathing waters and beaches.</p>	<p>Key actions have been developed for each of the following themes of the strategy:</p> <p>Theme One Coastal Protection</p> <p>Theme Two Water Quality</p> <p>Theme Three Nature Conservation, Habitat Improvement</p> <p>Theme Four Heritage Assets</p> <p>Theme Five Place Making</p> <p>Theme Six Culture, Leisure, Sport and Recreation</p> <p>Theme Seven Tourism and the Visitor Economy</p> <p>Theme Eight Access and Transportation</p> <p>Theme Nine Marketing, Promotion and Publicity</p> <p>Theme Ten Green Infrastructure and Landscape</p>	<p>The Local Plan should have regard for the broad theme key actions and the objectives of this strategy.</p>	<p>The SA Framework should include objectives, targets and indicators that address the broad topics identified within the strategy themes.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>To protect, enhance, regenerate and maintain the natural environment and the heritage assets of the Borough.</p> <p>To improve and maximise the benefits of tourism, leisure and the cultural offer.</p> <p>To ensure the economic benefits accrued in the Borough over the next 16 years are maximised through the regeneration of the heritage assets and the natural environment.</p> <p>To create sustainable transport infrastructure enabling greater conductivity along the coast.</p> <p>To develop a brand to market a 'sense of place' and promote the area as a high quality visitor destination through the development of the Classic Resort initiative.</p> <p>To engage with local communities, stakeholders and partner organisations.</p>	<p>Key actions have been developed to address the issues identified within each of the following zones:</p> <p>Zone 1 Starr Hills Sand Dunes and Beaches</p> <p>Zone 2 St Annes on the Sea</p> <p>Zone 3 Fairhaven Sand Dunes</p> <p>Zone 4 Fairhaven Lake, Gardens and Granny's Bay</p> <p>Zone 5 Lytham Heritage Coast</p> <p>Zone 6 Warton, Freckleton, Clifton and Lancaster Canal</p>		
<b>Contaminated Land Strategy (2001)</b>			
<p>The strategy establishes how the Fylde area will be assessed for contamination to identify those sites that will require further investigation and potentially remediation.</p> <p>The overall aim of the Strategy is to ensure compliance with the requirements of Part IIA of the Environmental Protection Act 1990 and to ensure that where redevelopment occurs, the planning process deals with any land contamination.</p>	<p>The plan sets out how it will develop a series of target dates/anticipated work schedule for undertaking works to sites within the Borough.</p> <p>The strategic priorities of Fylde BC for dealing with contaminated land are:</p> <p>To protect human health</p>	<p>The Local Plan should have regard to the objectives of the Strategy and be aware of the spatial expression of objectives where appropriate.</p>	<p>The SA Framework needs to include objectives that relate to the use of brownfield sites and remediation of contaminated land.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>To protect controlled waters</p> <p>To protect ecosystems</p> <p>To protect historic sites and the historic environment</p> <p>To prevent any further contamination of land</p> <p>To prevent damage to property</p> <p>To encourage re-use of brownfield sites</p> <p>To encourage voluntary remediation</p>		
<b>Parks and Open Spaces Strategy for the Borough of Fylde 2003-07</b>			
<p>The strategy provides an audit of the public open spaces and their facilities across the Borough and sets an action plan for ongoing management to address a number of identified needs. These are:</p> <p>Balancing tourist and residents' needs</p> <p>Balancing urban and rural needs</p> <p>Budget management</p> <p>Regeneration and investment</p> <p>Local standards and levels of provision</p> <p>Best value</p>	<p>There are no specific targets or indicators.</p>	<p>The Local Plan should protect existing parks and leisure facilities and support the Strategy by ensuring that future provision continues to meet the needs of residents and visitors alike.</p>	<p>The SA Framework should include objectives and/or guide questions that reflect the objectives of this strategy.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
Young people			
<b>Fylde Sand Dunes Management Action Plan (2008)</b>			
<p>The Plan sets out management priorities for the 80ha of dunes between Squires Gate and Lytham Green.</p> <p>The main aims for management of the Fylde Sand Dunes are to:</p> <ul style="list-style-type: none"> <li>enhance the nature conservation interest of the coastal habitats</li> <li>improve the efficiency of the dunes and saltmarsh as soft sea-defence</li> <li>enhance public appreciation and enjoyment of the dunes</li> </ul>	<p>There are no specific targets or indicators of relevance. However, the plan recommends a number of actions to improve the quality of the dune system and achieve the three aims.</p>	<p>The Local Plan should ensure that the dune system is protected and enhanced in line with the recommendations in the plan.</p>	<p>The SA should consider potential impacts upon the dune system within objectives relating to landscape, climate change and biodiversity.</p>
<b>A Cultural Strategy for the Fylde Coast 2009-14</b>			
<p>This document is produced in conjunction with Blackpool, Wyre and Lancashire County Councils. It describes the cultural resources of the area and sets out aspirations to enhance the quality of, and access to, these resources.</p> <p>It also recognises the important role that the cultural environment plays in supporting economic growth, regeneration and community cohesion.</p>	<p>There are no specific targets or indicators.</p>	<p>The Local Plan should ensure that it recognises the importance of cultural issues and supports the aims of this Strategy.</p>	<p>The SA Framework should include an objective related to culture and/or heritage in the broader sense.</p>
<b>Built Heritage Strategy For Fylde 2014 – 2020 (2015)</b>			

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The Strategy aims to give a detailed overview of the many factors that should be taken into account in forming a plan of implementation aimed at protecting and conserving the built heritage of the Borough. The Strategy identifies an overall vision namely:</p> <p><i>‘To ensure that the distinctive heritage of the Borough is fully appreciated and recognised and that this strategy and associated action plan will seek to protect, conserve and enhance its built heritage for the overall benefit of the community’.</i></p> <p>The Strategy essentially falls into two parts. The first part considers the general importance of heritage, the concept of ‘heritage assets’, planning policy and practice and the key bodies and organisations that promote the conservation of the built environment. The Strategy then assesses the ‘heritage assets’ of the Borough in more detail.</p> <p>Four themes are identified within the strategy:</p> <p>Conservation of the Built Heritage. The series of projects and actions that are required to provide a comprehensive approach to conserving the built heritage.</p>	<p>The strategy sets out key actions under each of the themes. Theme 1 key actions are identified for</p> <p>Listed Buildings;</p> <p>Local Listed Buildings;</p> <p>Conservation Areas;</p> <p>Regeneration Schemes;</p> <p>Historic Parks and Gardens; and</p> <p>Archaeological Sites.</p> <p>Theme 2 key actions are identified for:</p> <p>The heritage forum;</p> <p>Learning;</p> <p>Built heritage projects; and</p> <p>The planning system.</p> <p>Theme 3 key actions are identified for:</p> <p>Corporate issues for the council;</p> <p>Planning policy;</p>	<p>The Local Plan should recognise the importance of protecting and conserving built heritage within the Borough and it should consider the themes within this strategy.</p>	<p>The SA Framework should include an objective related to culture and/or heritage in the broader sense.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Community Participation. The role the broader community can play in the delivery of the Strategy thereby promoting a wider understanding and appreciation of the built heritage.</p> <p>Heritage Advocacy. Promoting and influencing policy and practice aimed at conserving the built heritage.</p> <p>Heritage promotion and Publicity. Raising the profile of the Strategy and a greater public awareness and appreciation of the built heritage.</p>	<p>Development management;</p> <p>Regeneration schemes;</p> <p>Public realm;</p> <p>Working with the community and other partners and;</p> <p>Skills and development.</p> <p>Theme 4 key actions are identified for:</p> <p>The web based resource;</p> <p>Guidance notes and information;</p> <p>Publications and exhibitions;</p> <p>Heritage open days;</p> <p>Media coverage;</p> <p>General publicity;</p> <p>Heritage interpretation; and</p> <p>Awards.</p>		
Fylde Coast Visitor Accommodation Study (2009)			

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>The study examines visitor accommodation supply and demand across the Fylde coast sub-region in relation to wider themes within the tourism industry. It makes recommendations ahead of the development of LDFs in the three constituent boroughs.</p>	<p>Conclusions of the study specifically related to the provision of visitor accommodation in Fylde are:</p> <p>There does not appear to be any need to change the existing planning policy framework in relation to hotel accommodation going into the Local Plan, other than perhaps restricting policy TREC1 to prevent hotels from being converted to holiday apartments.</p> <p>There is a concern that current policy to restrict any increase in static caravan numbers at existing parks provides no incentive for park owners to improve their parks. It is therefore suggested that policy is amended to allow for modest expansion in return for site improvements, and to allow for the introduction of higher quality lodge units. Policy should be amended to control the conversion / loss of touring pitches in order to maintain an adequate supply.</p> <p>Policy regarding occupancy should be amended to reflect the advice in the Good Practice Guide on Planning for Tourism to reduce seasonality and prevent residential use.</p>	<p>The Local Plan should ensure that future tourist accommodation needs are considered, and take on board the recommendations of the study.</p>	<p>The SA Framework should include an objective related to sustainable tourism, which should include accommodation considerations.</p>
<p><b>Fylde Borough Council Strategy for the Arts (2002)</b></p>			
<p>Vision</p> <p>The arts should enrich all aspects of Fylde's social and community life. All residents should have appropriate opportunities to participate in, learn about and enjoy the arts.</p>	<p>There are no specific indicators or targets although the recommendations for arts development are presented in an action plan.</p>	<p>Many of the recommendations are very localised and specific but the strategy's role and objectives to develop</p>	<p>Contextual information will be useful for the SA baseline characterisation.</p>

Local Plans			
Key Objectives Relevant to Plan and SA	Key Targets and Indicators Relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Aims</p> <p>To draw together the efforts and resources of the public, private and voluntary sectors to develop more and better opportunities for all to participate in and enjoy arts and cultural activities.</p> <p>To ensure that the arts are central to the development of tourism and the local economy.</p> <p>To improve the environment, cultivate a sense of place and project a positive image of the Borough through the arts.</p>		<p>the arts as part of wider cultural development in the Borough should be considered if appropriate for spatial planning.</p>	<p>The wider cultural implications of increasing opportunities to appreciate the arts, adding value to tourism, enhancing the local environment and supporting the development of local creative business could all be given consideration in developing the SA Objectives where appropriate.</p>

Appendix B

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# Environmental and Sustainability Baseline

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# Environmental and Sustainability Baseline

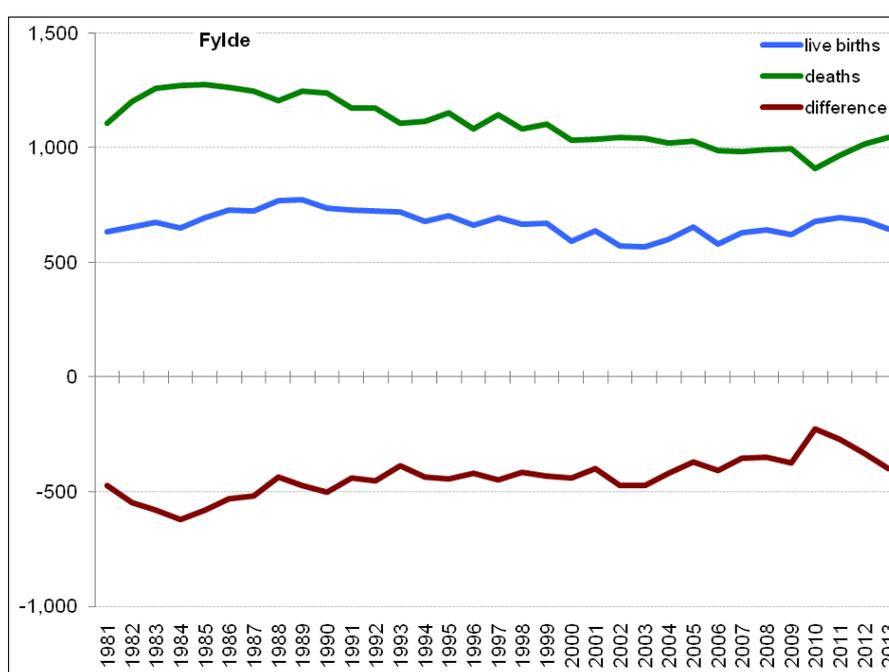
## A. Population

The following indicators were used to identify key population trends and characteristics:

- Population total and change
- Age structure/change
- Population distribution
- Percentage of the population belonging to ethnic minority groups

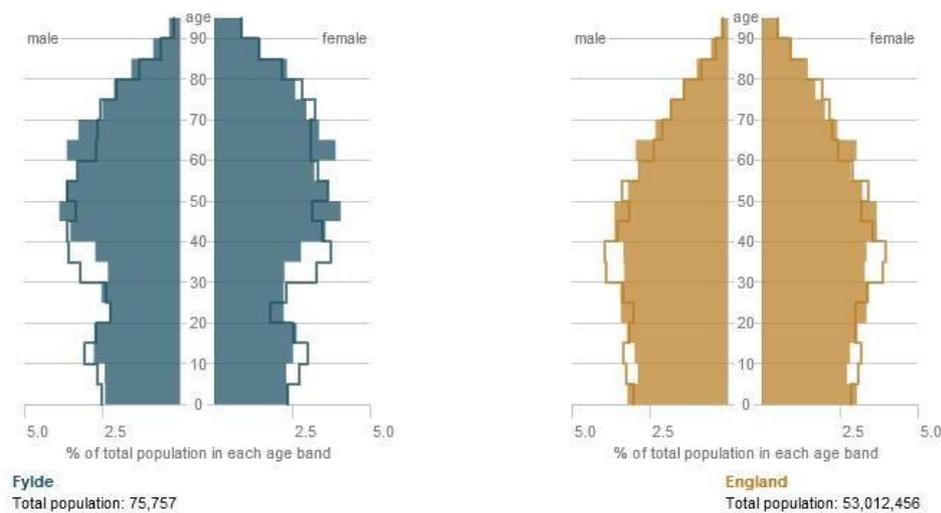
The population of Fylde was 75,757 in 2011 (source: 2011 Census). This represents an increase of 3.5% since the 2001 census – above the 3.3% figure for the Lancashire and lower than the 7.9% across England as a whole. Both the number of births and deaths have stabilised over the previous 30 years, as shown on Figure B1. Although birth rates fluctuated in the period from 1981-13, there is no overall trend, but a rise in death rates suggests that the net population change is due to in-migration to the Borough.

**Figure B1** Number of Births and Deaths from 1981 to 2013



The mean age of Fylde residents is 44.9 years, compared to 39.5 in the North-West and 39.3 in England. 24.2% of the population was above retirement age (2011 Census). The 2011 Census suggests 59.8% of the population are of working age (aged between 16 and retirement) compared to 58.8% nationally. The proportion of the population above retirement age has slowly increased since 2001, whilst numbers of children have continued to fall – from 17.5% of the total in 2001 to 15.9% in 2011. This indicates that the dependency ratio (of the working age to non-working age population) has increased over the past decade, as indicated on Figure B2. The Fylde Coast is viewed as a popular place to retire. The large elderly population has implications for a number of issues including healthcare provision, appropriate housing and economic issues, such as the amount of disposable income available to this sector of the population.

**Figure B2 Age Structure in Fylde compared with the rest of England (outlines show 2001), (source: 2011 Census)**



Population density is similar to that of the rest of Lancashire, and the majority of the population (59%) live in the main urban area of Lytham and St Annes. A large proportion (34%) is also resident in the Lytham and St Annes urban fringe, Kirkham and Wesham, Warton/Freckleton and the smaller villages. This pattern has changed little since 1991.

Fylde has a relatively low proportion of ethnic minority groups (97.5% white in 2011) in comparison with regional and national averages, especially with regard to the Asian or Asian British grouping.

## Data Gaps and Uncertainties

There are no identified data gaps.

## Key Issues and Opportunities

- Increasing proportion of elderly people. This has particular implications for the economy, housing, health and service provision.
- Declining numbers of children and young people also has implications for service provision for this age group.
- Recent population rise due to in-migration has 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.

## B. Education and Qualifications

The following indicators were used to identify levels of education and attainment in the borough:

- The availability of sufficient school places for its resident children and young people
- Percentage of the resident population with no qualifications
- Percentage of adults (16-74) with National Vocational Qualification (NVQ) level 4/5 compared to averages
- Percentage of 15/16 year old pupils in local authority schools achieving 5 or more GCSEs at Grades A\* - C or equivalent

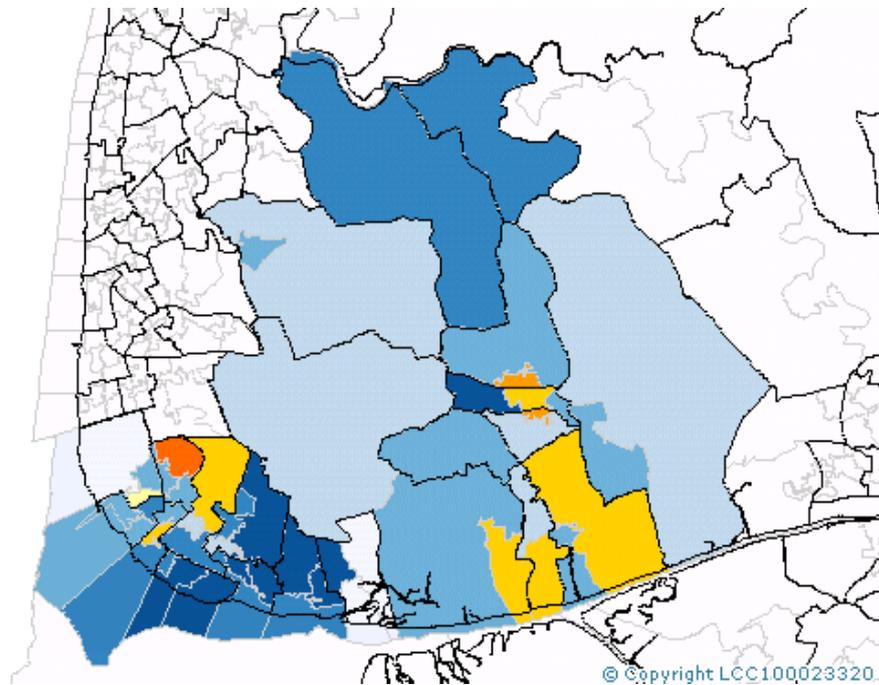
- Number of wards in the bottom 30% for education, skills and training deprivation (Indices of Multiple Deprivation (IMD))

Levels of educational attainment show a strong link to levels of affluence in later life as qualifications determine access to employment, which influences income and overall quality of life. Educational attainment is above the national and regional averages in Fylde. Fylde has three Lower level Super Output Areas (LSOAs) (the smallest geographic unit used for the reporting of deprivation statistics) in the bottom 30% most deprived nationally in terms of education, skills and training. These are in the wards of Kilnhouse, Kirkham South and Kirkham North (Figure B3). The Education, Skills & Training Deprivation Domain measures the lack of attainment among children and young people, and the lack of attainment of skills in the resident working age adult population.

**Key:**

Decile	Deprivation		
1	the most deprived	10%	Of LSOAs in England
2	the second most deprived	20%	
3	the third most deprived	30%	
4	the fourth most deprived	40%	
5	the fifth most deprived	50%	
6	the least deprived	60%	
7	the least deprived	70%	
8	the least deprived	80%	
9	the least deprived	90%	
10	the least deprived	100%	Of LSOAs in England

**Figure B3 Education, Skills and Training Deprivation Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010/Lancashire profile)**



Education statistics for the population as a whole indicate a higher than average standard of educational attainment within the Fylde population. In 2001 21.0% of the population aged 16-74 had no qualifications, compared to 25% in the North West and 22% in England. In 2011, 30%

of the population in Fylde had achieved NVQ level 4/5, compared to 24% in the North-West and 27% nationally (source: ONS 2012).

The indicators for educational attainment indicate that for performance by 15/16 year olds at GCSE level continues to outstrip both regional and national levels. In 2013/14 60.5% of pupils gained at least five GCSE A\*-C passes (including English and Maths), compared to 56.8% for the Lancashire County Council Area and 56.8% in England as a whole (source: Fylde Health Profile 2015).

Local aspirations are high, and this is reflected in the high levels of educational attainment. However, this does pose a problem in that many local jobs are lower skilled. There is therefore a potential significant problem with commuter flow out of the borough amongst skilled and educated workers to neighbouring areas, such as Blackpool and Preston, in order to access higher level work opportunities.

## Data Gaps and Uncertainties

There are no significant data gaps or uncertainties although the Indices of Multiple Deprivation haven't been updated since 2010.

## Key Issues and Opportunities

- High levels of educational attainment and aspiration should be maintained.
- Gap between skills and aspiration and availability of skilled jobs can lead to loss of skilled graduates to other parts of the country.

## C. Human Health

The following human health indicators were used to ascertain baseline conditions and key trends:

- Percentage of resident population in very good and good health compared with national/regional averages
- Life expectancy for males/females
- Percentage of working-age population with a long-term limiting illness
- Standard mortality rates for the main causes of death – coronary heart disease, cancer, alcohol, compared with national/regional averages
- Number of wards in the bottom 30% for health deprivation and disability
- Rate of teenage pregnancy per 1,000 women aged 15 – 17
- Rate of obesity in children (Year 6) and adults compared with average for England

The 2011 Census indicated that 78% of the Fylde population consider themselves to be in very good and good health, compared to 79% in the North West and 81% in England and Wales. This subjective data indicates that the health of the Fylde population is comparable to regional levels and slightly below national levels.

Life expectancy for males (2011-2013) in Fylde is 78.9 compared with 78.3 (Lancashire County Council) and 79.41(England). Life expectancy for females in Fylde is 82.2 compared with 82.0 Lancashire County Council (LCC) and 83.12 for England.

Data from the Fylde District Health Profile 2015, suggests that the health of people in Fylde is varied compared to the national average. Deprivation is lower than average, however, about

11.7% (1,300) children live in poverty. Life expectancy is lower than the England average for both males and females.

Life expectancy is 6.7 years lower for men and 8.4 years lower for women in the most deprived areas than in the least deprived areas.

The under 75 mortality rate: cardio vascular is 76.6 compared to 78.2 for England (rate per 100,000 population). For cancer it is 149.3 compared to 144.4 for England (2011-13).

## Adult Health

Excess weight in adults is 69.1% compared to the National average of 63.8%. Incidence of malignant melanoma is high at 33.7 (rate per 1000 population) compared to the national average of 18.4. The rate of people killed and seriously injured on the roads is worse than 52.2 (rate per 1000 population) compared to 39.7 for England.

Cases of circulatory disease, strokes and early deaths from cancer are all significantly lower than the national incidence of these diseases. 21.9% of the working age population in Fylde has a long-term limiting illness which is above the North West (20.2%) and national (17.6%) figures respectively (source: Census, 2011). This is likely to have economic implications for the borough.

The percentage of physically active adults is 56.2 which compares favourably with the national percentage of 56% (2013).

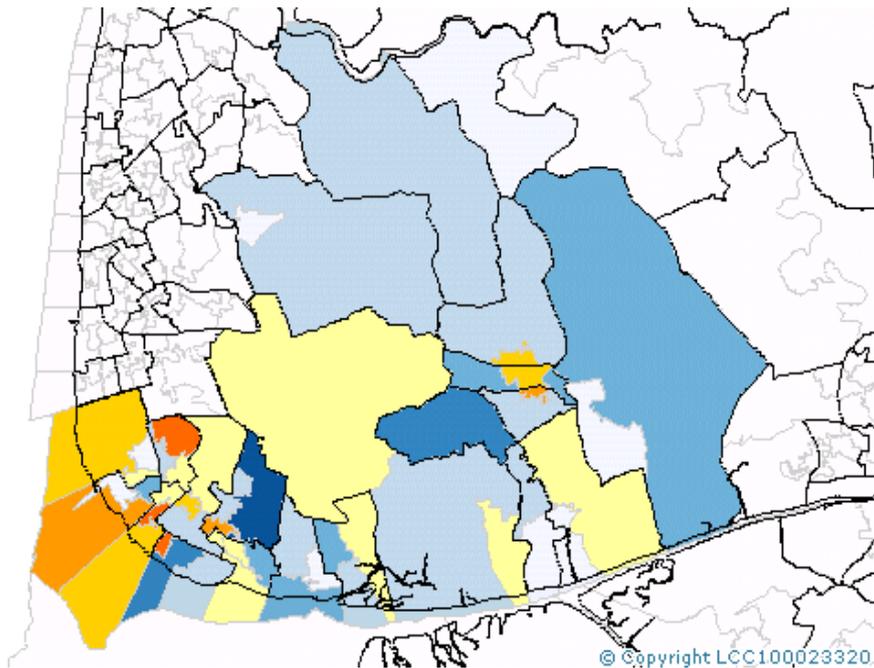
## Child Health

In year 6, 11.2% (65) of children are classified as obese better than the England average of 19.1% and an improvement from the figure of 18% in 2011. The rate of alcohol specific hospital stays among those under 18 was 58.2 (rate per 100,000 population). This is higher than the rate for England of 40.1. Levels of smoking at time of delivery (15.2%) are worse than the England average 12%.

Rates of under 18 conceptions per 1,000 women aged 15-17 have fallen from 29.5 (source: ONS, 2008-2010) to 12.4 (2013) for Fylde, with the rate for England at 24.3 (2013).

There are six LSOAs in the bottom 30% for health deprivation and disability (Figure B4). These are in Kilnhouses, Central, Fairhaven, Ashton, Park and Kirkham South wards. The Health Deprivation & Disability Domain identifies areas with relatively high rates of people who die prematurely or whose quality of life is impaired by poor health, or who are disabled, across the whole population.

**Figure B4 Health Deprivation and Disability Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010 / Lancashire profile)**



(Key as for Figure B3)

## Data Gaps and Uncertainties

More information at ward level and trends over time would be beneficial.

## Key Issues and Opportunities

- Levels of health are comparable to national averages. Health improvements would benefit the economy and would 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 would have economic benefits.
- There are opportunities to promote and facilitate healthy and active lifestyle choices, such as walking and cycling.

## D. Water

The following indicators were used to ascertain baseline water environment conditions and key trends:

- Current Ecological Quality (CEQ) and Current Chemical Quality (CCQ) of the borough's rivers and estuarine waters
- Distribution and quality of groundwater
- Distribution of poor chemical and biological water quality
- Percentage of designated bathing waters achieving compliance with EU Bathing Water Directive standards

The northern boundary of the borough is marked by the River Wyre, whilst the southern boundary is formed by the Ribble Estuary. The borough's topography is served by many

streams and watercourses which eventually run either north to the Wyre or south to the Ribble. The borough also has several miles of coastline with a number of beaches and extensive sand dunes. Both the Wyre and Ribble estuaries are of international importance for wildlife (see Section H).

The Environment Agency (EA) monitors the water quality of rivers as part of their commitments under the Water Framework Directive (WFD). All EA-monitored watercourses within the borough are assessed as being of moderate CEQ, with the exception of Deepdale Brook near Clifton (graded Poor) and the Lancaster Canal (graded good). Both the Wyre and Ribble Estuaries are considered to be of moderate CEQ and poor CEQ. Pool Stream is no longer classified as a waterbody in Cycle 2 of the WFD.

The borough overlies notable bedrock aquifers, categorised as principal along the eastern fringes, and undifferentiated across the remainder of the area. The former may support water supply and/or river base flow on a strategic scale, whilst the latter may be significant at a local scale. The principal aquifer is assessed as being of poor quantitative quality (i.e. depleted) whilst the remainder have good quantitative status. Small areas of superficial deposits, also graded as 'Secondary A' aquifers, are scattered across the borough, most notably beneath the settlement of Lytham and St Annes itself. All aquifers are assessed under the WFD as being of good CCQ (source: EA).

United Utilities supplies all drinking water across Fylde. The eastern fringes of the borough are located above a total catchment groundwater source protection zone, which protects a series of public water extraction boreholes further east.

Bathing water quality is monitored at two locations in St. Annes by the EA on a weekly basis during the bathing season. Water quality results are compared to pollution standards set by the EU Bathing Water Directive. Recent changes in bathing water legislation has resulted in more stringent standards. In 2014, St Anne's Pier met the basic pass standard, whilst St Anne's North achieved the more stringent guideline standard, they are both projected to be good for 2015.

## Date Gaps and Uncertainties

There are no significant gaps and uncertainties identified.

## Key Issues and Opportunities

- River water quality and other water bodies, notably ordinary watercourses (non-main rivers), are generally moderate/poor across the borough and improvement measures should be encouraged.
- 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 use sustainable drainage systems (SuDS) to manage runoff and further reduce flood risk. SuDS are also a means of improving water quality. LCC are currently in the process of producing a SuDS guidance that will provide more detail for developers etc. The EA consider the main sources of pollution that impact on water quality to be diffuse agricultural sources, due to poorly maintained
- The borough partly overlies a strategic aquifer which requires protection.
- Bathing water quality in the borough is improving, this 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. Poor management and proliferation of non-mains drainage systems may have an adverse effect on Bathing Water Quality, which could be improved with the use of SuDS.

- Water efficiency measures should be encouraged within both new and existing developments.

## E. Soil and Land Quality

The following indicators were used to ascertain baseline conditions:

- Area of land stock derelict
- Area of land stock vacant
- Percentage of new homes built on previously developed land
- Distribution of best and most versatile agricultural land

The management and control of contaminated sites in the borough is essential to reduce the risks posed to the natural and built environment and human health. The Fylde Contaminated Land Strategy (2001) identifies potentially contaminated sites and classifies them into risk levels. This study has not been updated. A percentage of the total land area likely to be contaminated is not currently available.

Table B1 (below) from the National Land Use Database (NLUD), shows that in 2013, a total of 16.1 hectares (ha) of land in Fylde was classified as brownfield. This is a significant decrease from the 2007 figure of 40ha (source: DCLG/Lancashire profile). Of this, 2.1ha of land was vacant and 2.4ha of land was derelict, again both numbers are significantly lower than the 2007 data. These totals are very low when compared to other authorities across the North-West where the legacy of industrial decline has left large areas of brownfield land. Fylde has little heavy industry and accounts for just 3.3% of all brownfield land in Lancashire.

**Table B1** Brownfield Land Types (source: National Land Use database (NLUD) 2012/13)

Fylde Council 2012-2013	Land Types				
Threshold >0.1 Hectares	A	B	C	D	E
Number of Sites	17	4	4	44	43
Total Area (Hectares)	11.549	2.183	2.409	47.95	36.876
Min Size (Hectares)	0.124	0.294	0.131	0.1	0.1
Max Size (Hectares)	2.713	0.774	1.8	15.632	7.28
Number with Planning Status	4	3	2	39	3

**A** - Previously developed land now vacant.

**B** - Vacant buildings.

**C** - Derelict Land and buildings.

**D** - Previously developed land or buildings currently in use and allocated in Local Plan or with Planning Permission.

**E** - Previously developed land or buildings currently in use with redevelopment potential but no planning allocation or permission.

## Completions on Brownfield Land

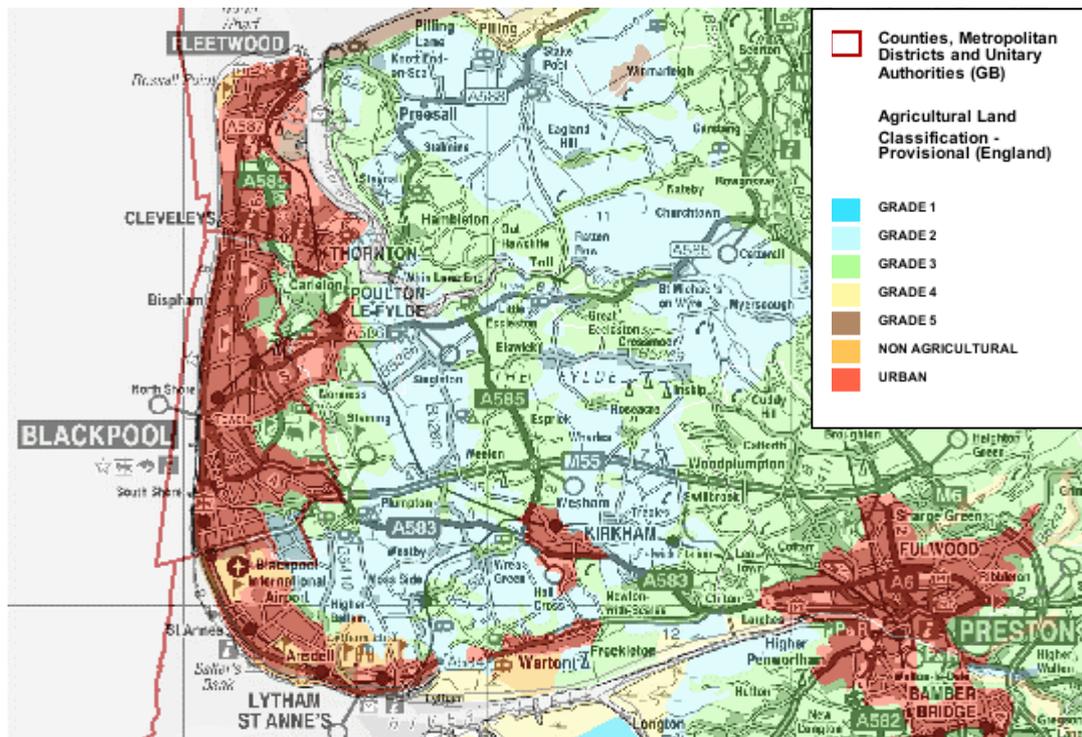
Government policy encourages the re-use of brownfield sites. The percentage of completions on brownfield sites are as follows:

- 2011/12 93%
- 2012/13 97%
- 2013/14 89%

The current level is significantly higher than in other parts of the county. However, Fylde cannot meet its objectively assessed need for housing without making substantial greenfield allocations and it is expected that this percentage will fall.

The main land use in Fylde, other than residential, is agriculture. This is partly due to the significant areas of Grade 2 and Grade 3 agricultural land to be found in the borough (see Figure B6). Fylde has no areas of Grade 1 agricultural land, but 47.5% of the borough's area is classified as Grade 2, and a further 33.9% as Grade 3. The highest value land is located away from the developed coastal plain.

**Figure B6** Distribution of Agricultural Land (source: DEFRA / [www.magic.gov.uk](http://www.magic.gov.uk))



brownfield sites can be more bio-diverse than greenfield areas if left to re-colonise for long enough.

- The Local Plan should aim to allocate as many deliverable brownfield sites as possible in order to minimise the amount of greenfield land that needs to be allocated.

## F. Air Quality

The following air quality indicators were used to characterise the baseline environmental conditions and key trends:

- Distribution/number of Air Quality Management Areas (AQMA)
- Reported exceedances of Air Quality Standards
- Distribution of known key polluting industry

Air pollution is not regarded as an issue for concern in Fylde. There are no AQMA.

The Emission Results for Lancashire 2014 which can be found on the Fylde District Profile illustrates that Nitrogen Oxide emissions per square kilometre are relatively high at Warton (BAE Systems) and at Westinghouse Springfield's site, compared with the surrounding areas. This is associated with emissions from commuter traffic. Particulate emissions are also high at Warton.

The following sites have been allocated as Part B processes under the Local Air Pollution Control regime:

- Fylde BC Crematorium, Park Cemetery, Lytham and St Anne's
- Moore Ready Mix, Lytham
- BAE Systems (Warton), Warton

The following operators are listed on the EA Pollution Inventory for Fylde BC for air pollution incidents in recent years: Silverfield Ltd (inorganic Chemicals), Woods Waste Ltd (Waste Landfilling), Sita Lancashire Ltd (Waste Landfilling) and F2 Chemicals Ltd (Organic Chemicals).

The proposed construction of two new roads, one between Lytham St Anne's and the M55 Junction 4 (Heyhouses M55 Link Road) and secondly the Preston Western Distributor Road which will run from a proposed Junction 2 on the M55 south around the western boundary of Preston to the A584, will cause traffic to use different routes and will re-distribute pollution from the existing areas. This therefore will need to continue be monitored in the future.

### Data Gaps and Uncertainties

No significant data gaps or uncertainties.

### Key Issues and Opportunities

- 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 Framework (NPPF).

## G. Climatic Factors and Energy

The following indicators were used to characterise the baseline climatic factors and energy conditions and key trends:

- Distribution of areas at risk of coastal/tidal and fluvial flooding
- Number of planning applications permitted contrary to EA advice on flooding
- Electricity and gas consumption in the commercial/business sector per year
- Total carbon dioxide (CO<sub>2</sub>) emissions (kg) per household per year
- Household energy use
- Percentage household waste used for energy
- Potential sources of Renewable Energy in Fylde and their uptake

Climate change is a global phenomenon, although the consequences are being increasingly felt at the local level, for example changes in the frequency and magnitude of flooding. Large areas of Fylde are low-lying and coastal and consequently at risk of coastal and fluvial flooding. The main areas at risk are from the Ribble Estuary in the south, affecting the settlements of Warton and Freckleton, and also coastal areas at Lytham and St Annes (see Figure B7). There are also extensive low-lying areas inland that are artificially drained for agriculture, such as Lytham Moss. To date, one application has been approved subject to a Section 106 agreement, with the EA withdrawing their objections subject to conditions. (source: Fylde BC AMR, 31 March 2014).

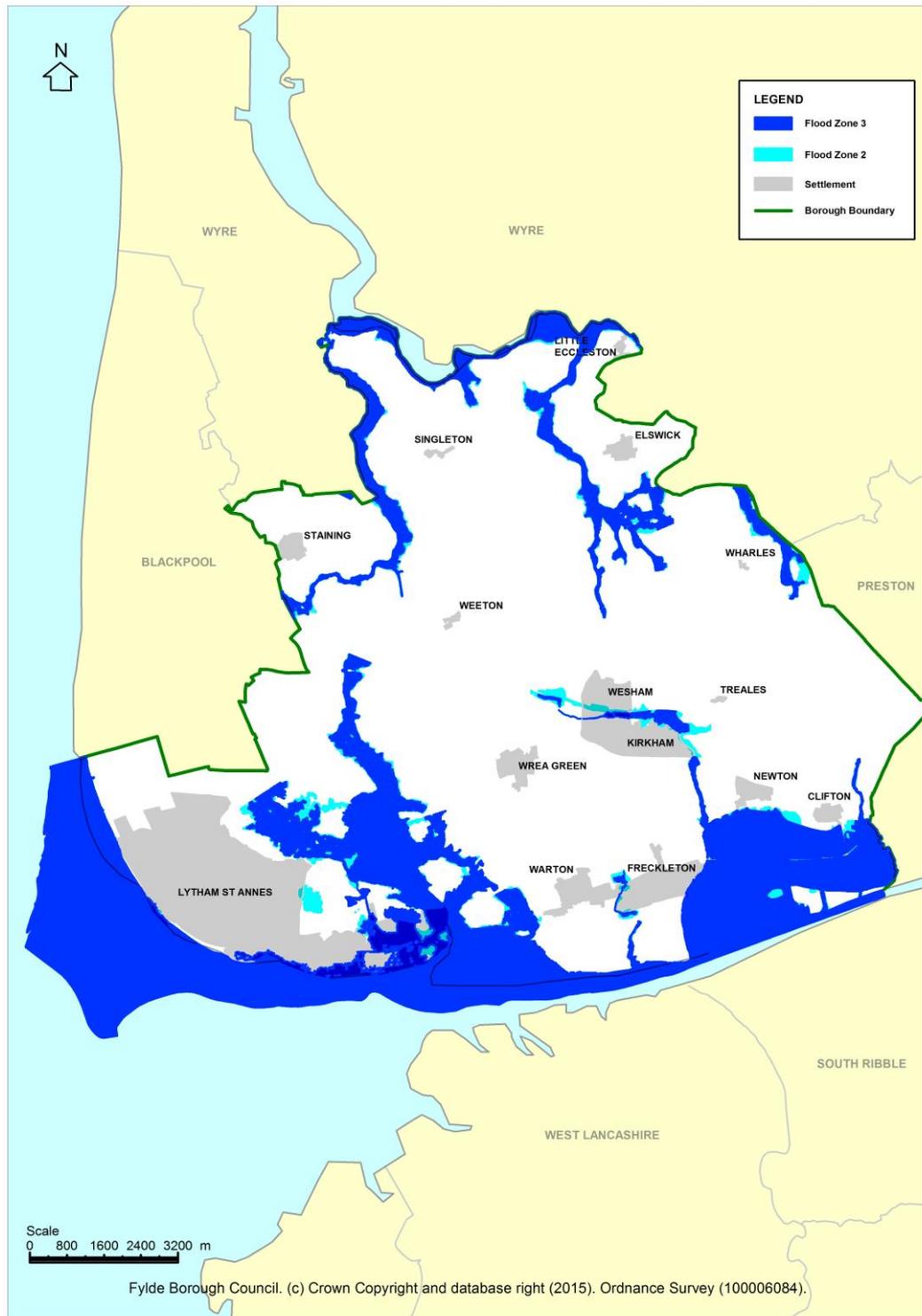
Sites at Fairhaven Lake and Church Scar have been identified as needing urgent development to safeguard against coastal erosion and flooding. The proposed sea defence wall will measure 2km in length and will cost £19.8 million, and is due to commence in 2016/17.

Gas consumption in 2010 stood at 1,129 GWh, of which 591 GWh (52%) was attributable to commercial and industrial users and the remainder to the domestic sector. The total represents a reduction of 4.6% over the period from 2005, mostly due to reductions by domestic consumers. However, domestic gas use per consumer is higher in Fylde than both the North-West and Great Britain averages. Commercial and industrial consumption actually increased over this period.

Fylde consumed 401 GWh of electricity in 2010, a decrease of 8% from 2005. Domestic consumption reduced over this period by 4%, whilst commercial and industrial consumption reduced by 10%. Whilst electricity use has seen a decrease over the period 2005-10, domestic electricity consumption per customer is higher in Fylde than in the North-West or nationally.

Local estimates of CO<sub>2</sub> emissions, as reported by the Department for Energy and Climate Change, are 8.1 tonnes per capita for all emissions for the borough. This is higher than the regional estimate of 7 tonnes per capita and the national estimate of 7.1 tonnes per capita. CO<sub>2</sub> levels from industry and road transport are affected by many factors other than the size of the resident population for example the types of industry and levels of congestion (source: LCC 2012 data).

**Figure B7** Indicative Flood Risk Mapping for Fylde



The Lancashire Sustainable Energy Study concludes that Fylde has the deployable resource potential of 61 megawatts by 2030, the equivalent of 5% of Lancashire’s deployable potential. The Table B2 provides the breakdown of Fylde’s deployable potential by technology. Commercial scale wind provides the highest deployable potential in Fylde.

**Table B2 Fylde deployable potential in 2020 & 2030 by technology (source: Lancashire Sustainable Energy Study (2012), SQW)**

Technology	Existing deployment at 2011	Total deployment 2020	Total deployment 2030
Commercial wind	0.0	28.5	37.8
Small scale wind	0.0	0.8	1.4
Plant biomass	2.1	2.2	2.2
Animal biomass	0.6	1.1	1.4
Energy from waste (Anaerobic Digestion)	3.3	2.8	1.0
Small scale hydro	0.0	0.0	0.0
Microgeneration – Solar	0.1	4.5	11.1
Microgeneration – heat pumps	0.0	2.7	5.8
Total	6	43	61

No household waste is currently used to recover heat, power or other energy sources.

## Data Gaps and Uncertainties

- Percentage of energy obtained from renewable sources.
- Gas and electricity consumption data has not been updated since 2010.

## Key Issues and Opportunities

- 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.
- Flooding and flooding potential are important issues that are illustrative of climate change and have severe effects for residents. 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 energy. This includes potential for on and offshore wind 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 energy will continued to be monitored.

## H. Biodiversity, Flora and Fauna

The following indicators were used to characterise the baseline conditions and key trends:

- Distribution of international sites, such as Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. National sites such as Sites of Special Scientific Interest (SSSIs) and National Nature Reserves, and local sites such as Local Nature Reserves (LNRs)
- Sites of Special Scientific Interest (SSSIs) in favourable condition and/or area
- Key Biodiversity Action Plan (BAP) species and habitats present
- Area and connectivity of wildlife corridors

Fylde is largely a rural borough with urban areas concentrated around the southern coast. Both the Wyre Estuary to the north and the Ribble Estuary to the south are of international importance for migratory birds and both have been designated as SPAs and SSSIs. The Ribble Estuary is also designated under the Ramsar convention on Wetlands of International Importance. The three other SSSIs are Newton Marsh near Freckleton, Lytham Coastal Changes and Lytham St Annes Dunes. The latter forms extensive sand dune habitat and is a LNR. Over 2,000ha of land in Fylde is designated as SSSI. Lytham Coastal changes is in favourable condition; Lytham St Annes dunes are in unfavourable, no change condition; and Newton Marsh is in unfavourable, recovering condition. There are a further 34 sites of non-statutory nature conservation interest in the Borough (Biological Heritage Sites). Figure B8 shows the location of key designated nature conservation sites.

A number of Lancashire BAP species are present in the borough. Fylde is of importance regionally for its sand dunes and salt marshes. Skylark and Song Thrush are BAP species known to be present and breeding in Fylde, particularly near the coast. The borough also has some of the highest populations of Reed Bunting in Lancashire. Other notable species present include brown hare, some bat species, barn owls, great crested newt and migrating wild fowl, such as pink footed geese and swans.

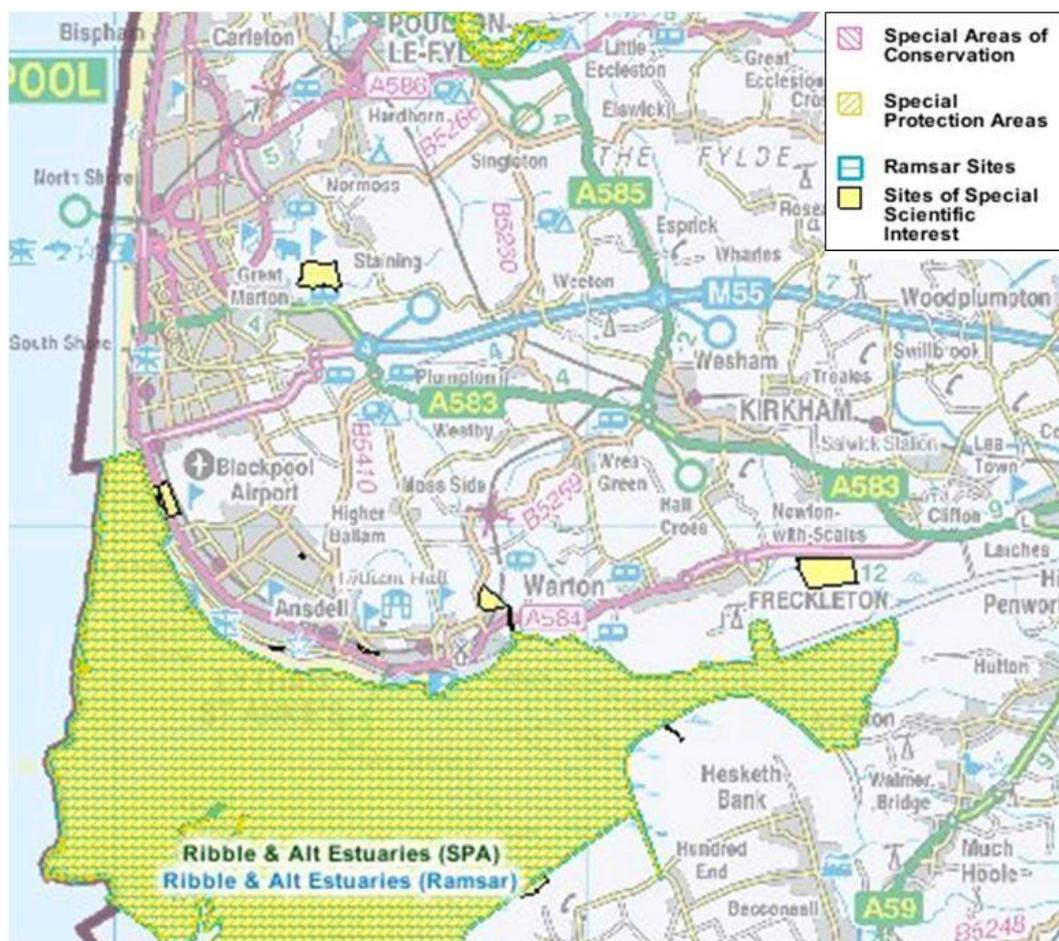
There is no ancient woodland within the borough. The area is sparsely wooded compared to the more inland and upland areas of the county. The Lancaster Canal is a Biological Heritage Site and it forms a significant wildlife corridor.

Fylde borough has 109km of public footpaths, 18km of bridleway and 0.3km of by-way.

There are 197.53 hectares of parks, open spaces and greenspace (in 65 separate sites) which are owned and maintained by Fylde Borough Council and the Parish and Town Councils. All of these areas are within settlement boundaries. 58% of the population live in the main urban area of Lytham and St Annes and has easy access to the foreshore and beach along the Ribble Estuary.

Fylde's water resources (blue infrastructure) include the sea and the internationally important Ribble Estuary, rivers, streams, canals and ponds. They are vital natural resources that provide wildlife habitats and play a key role in the biodiversity of the borough.

Figure B8 Location of SSSI, SPA and Ramsar Sites (source: [www.natureonthemap.org.uk](http://www.natureonthemap.org.uk))



## Data Gaps and Uncertainties

- Number of designated sites in land management schemes.
- Access to green space.

## Key Issues and Opportunities

- The high quality environment of the borough requires protection. There may be potential threats from increased development and tourism, particularly along the coast.
- Sand extraction activities should continue to be monitored.
- Internationally designated sites (SPA) must be afforded the highest level of protection.
- The Local Plan should make a positive contribution to achieving BAP targets.
- There is an opportunity to promote green and blue infrastructure networks across the borough to improve habitat connectivity and help prevent fragmentation. Protection of both green and blue infrastructure would also provide a recreational resource and mitigation 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.
- To conserve and enhance the natural environment to ensure there is a net gain in biodiversity.

## I. Cultural Heritage

The following indicators were used to characterise the baseline conditions and key trends:

- Distribution and number of listed buildings, Scheduled Ancient Monuments (SAMs), Conservation Areas, historic parks and gardens
- Percentage of listed buildings at risk of decay and trends

Fylde has a relatively rich heritage resource with around 205 listed buildings but no SAMs. Many of the listed buildings are situated in Lytham, St. Annes and Kirkham. The majority of these are Grade II listed (198), with five being Grade II\* (particularly important buildings of more than special interest). Lytham Hall is a Grade I listed building of exceptional interest, but is identified on English Heritage's 'at risk' register.

There are also 10 Conservation Areas in the borough and three areas listed in the Register of Historic Parks and Gardens – Promenade Gardens, Lytham Hall Park and Ashton Gardens. St. Annes Town Centre has been subject to an award winning major environmental improvement scheme.

There are a known number of sites within the borough with archaeological significance as well as potentially undiscovered sites. For example, archaeological excavations have taken place at the Roman fort at Dowbridge, in Kirkham, which was also mentioned in the Magna Carta. In the case of particular important sites, the council will request that LCC prepares a specific brief setting out the requirements of the developer in respect of archaeological information that will be required to accompany a planning or listed building application.

### Data Gaps and Uncertainties

- Undesignated heritage assets (these may be identified through the local listing process identified in the Built Heritage Strategy for Fylde 2014-2020).

### Key Issues and Opportunities

- The distinctive cultural heritage resource of Fylde 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 undesignated assets and archaeological resources are considered and research undertaken at an early stage to find out if there are any archaeological remains.
- There are opportunities for enhancing the tourism potential and flood risk protection potential of the heritage resource.

## J. Landscape

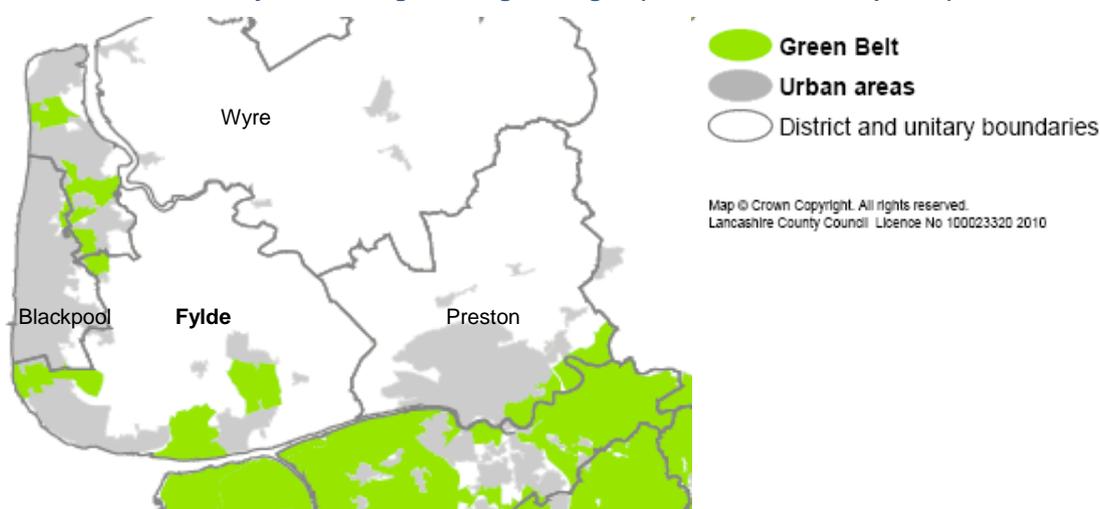
The following indicators were used to characterise the baseline conditions and key trends:

- Landscape/townscape characterisation
- Distribution and area of Areas of Outstanding Natural Beauty, National Parks and county landscape designations
- Distribution of greenbelt
- Areas of Separation
- National Character Areas (NCA)

Fylde is a coastal borough and largely rural in character, with the main urban area of Lytham and St Annes located in the west. The Lancashire Landscape Character Assessment classifies the county's landscapes into character areas based on their unique sense of place. The Coastal Plain character area occupies the majority of the flat, lowland farmland which makes up the interior of the borough. The coastal areas are a mix of flat, enclosed, reclaimed land along the Ribble near Preston, becoming more open salt marshes and intertidal flats further to the west before extending into the coastal sand dunes around Lytham and St Annes. Lytham and St Annes is the main urban area on the coast to the west, which is bounded to the east by a suburban area and the South Fylde mosses, an extremely flat, low lying landscape comprising peat deposits which were formerly lowland raised mires.

Large areas of Lytham and St Annes are designated as Conservation Areas and contain many listed buildings. There are no landscape designations in the borough, although around 11% of its area is designated as Green Belt. The extent of Green Belt is indicated on Figure B9, with the main areas being south of Kirkham, between Lytham and Warton and to the north of St Annes. The remaining rural areas are largely designated in the Local Plan as, 'Countryside Areas' which pose strict requirements on any development in the countryside.

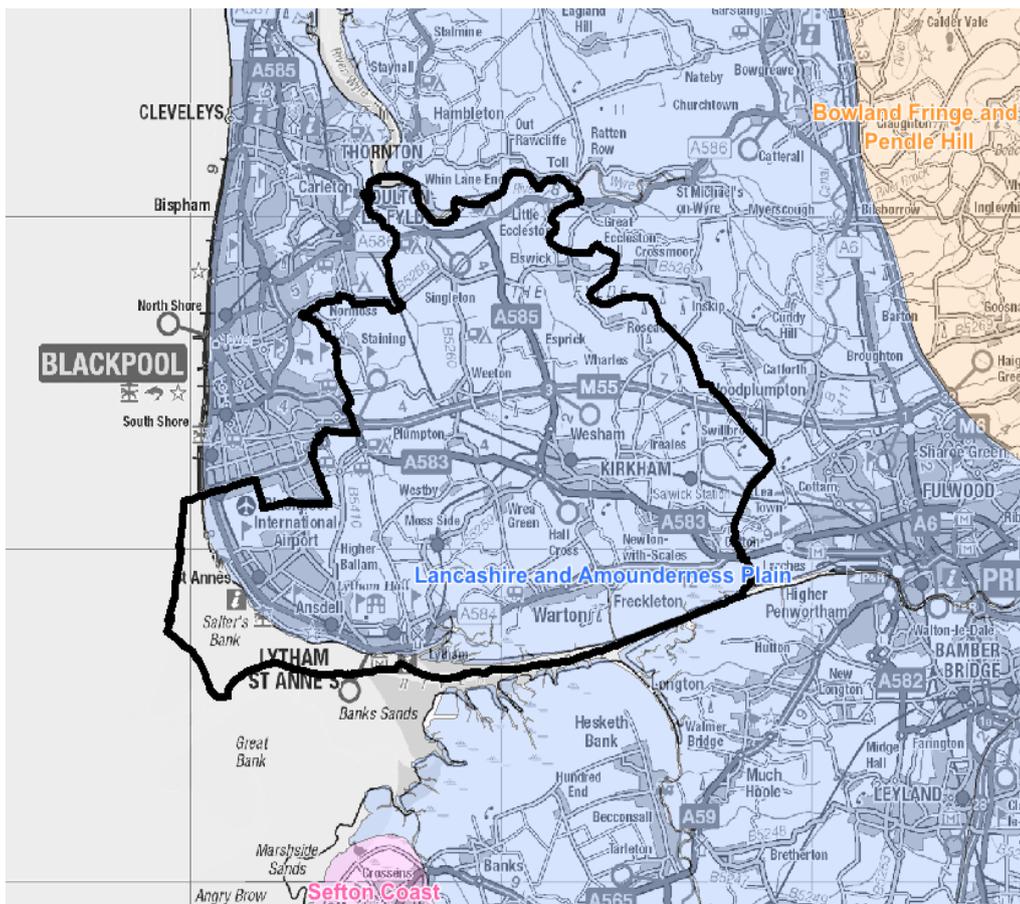
**Figure B9** Extent of Green Belt in Fylde and neighbouring boroughs (source: Lancashire profile)



Furthermore, in order to help maintain the openness of areas outside the Green Belt and identify and preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in a coalescence of two distinct and separate settlements, two Areas of separation have been identified within the Local Plan, one at Wrea Green and Kirkham; and the second at Kirkham and Newton.

Fylde is covered by NCA profile 32 Lancashire and Amounderness Plain, See Figure B10 which is an area of high grade agricultural land bounded by Morecambe Bay in the north and Liverpool in the south. The northern Fylde (or Amounderness) coastal plain contains the estuary and lower reaches of the River Wyre, as well as its tributaries, the rivers Calder and Brock. It is predominantly improved pasture, with isolated arable fields. It is an ordered landscape of medium-sized fields with field ponds, clipped hedgerows and drainage ditches. This is a medium- to large-scale landscape, where blocks of windsculpted mixed woodland punctuate the relatively flat to gently rolling plain. There is a concentration of urban areas along the Fylde coast, characterised by large Victorian and Edwardian residences and landmark features. The NCA also presents a number of opportunities which could provide environmental benefits such as seeking opportunities to create woodland to reduce flood flows and seeking opportunities to enable both locals and visitors to enjoy access to the coast and its associated recreation opportunities, providing good facilities at coastal resorts and opening up access to the area's geological heritage, eroding coastline and wildlife.

Figure B10 NCA Profile Covering Fylde Borough



## Data Gaps and Uncertainties

There are no significant data gaps or uncertainties identified.

## Key Issues and Opportunities

- 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 proposed new development on the edge of settlements and highway schemes on the landscape must be given careful consideration.

## K. Minerals and Waste

The following indicators were used to characterise the baseline conditions and key trends:

- Household waste arisings
- Percentage of household waste recycled
- Percentage of household waste landfilled
- Percentage of household waste composted

Annual waste statistics collated by DEFRA show that Fylde produced 423.93kg of collected household waste per household in 2013/14. This is below the county average. Of this total, 49.5% was sent for recycling or composting, which is above the county average of 47.4% and above the national average of 43.5%. Recycling/composting rates have continued to rise steadily in recent years. The remainder of waste arisings are sent to landfill. The quantity of industrial/commercial waste is not known.

Reports of fly-tipping incidents although low in comparison with the rest of the county is on the rise in the borough, from 359 in 2012/13 to 499 in 2013/14 of fly-tipping cases being reported. This is an increase of 38%. The types of waste fly-tipping ranges from 'black bags' to large deposits of materials such as industrial waste, tyres etc. Reducing the incidents of illegal fly-tipping can help to create safer and greened communities, as environmental quality can influence people's perceptions of personal safety. Fly-tipping is also associated with problems of anti-social behaviour.

Two strategic waste disposal sites are located within the borough. These are strategic biodegradable landfill sites at Clifton Marsh, serving Preston, Fylde, Blackpool and South Ribble; and Westby Brickworks serving Fylde and Blackpool. Clifton Marsh was granted a 3.7 million m<sup>3</sup> extension in 1995. In terms of minerals and aggregates extraction, Fylde is known to contain extensive surface exposures of sand and gravel, and beach sands are worked extensively for aggregates use on the foreshore at St. Annes. Shale gas has been identified across the Fylde Coast area and this could have major positive impacts for the Fylde economy.

To reduce the demand for natural resources, recycled and secondary materials should be used where feasible in construction projects and new developments. However, it has not been possible to obtain any data about this issue to date.

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 gas, including shale gas, must apply for planning permission from LCC.

## Data Gaps and Uncertainties

Industrial and commercial waste production.

Sales of secondary and recycled aggregates as a percentage of all aggregates sold.

## Key Issues and Opportunities

- 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 the cases of fly-tipping.
- Sustainable sourcing and waste management principles should be promoted for all new developments.

## L. Transportation

The following indicators were used to characterise the baseline conditions and key trends:

- Distribution of major transport systems – roads, airports, ports, rail etc.
- Mode of transport to work

Fylde has good connections from outside the borough. There are four major roads within the study area; M55, A584, A585(T) and A583. In addition to the main routes there is an extensive network of B and Classified roads. A backlog of congestion can occur from the M55 and M6 junction, just beyond the Borough boundary, due to commuting and tourist traffic. Congestion also occurs on the A585(T), largely due to traffic travelling to Fleetwood, Poulton-le-Fylde and Cleveleys.

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 will run from a proposed Junction 2 on the M55 south around the western boundary of Preston to the A584.

The Blackpool North to Preston railway line runs through Fylde, with stations at Salwick and Kirkham and Wesham. The single-track South Fylde line leaves the main line at Kirkham and Wesham and passes through stations at Moss Side, Lytham, Ansdell and Fairhaven, St Annes and Squire's Gate to Blackpool South. Despite the lack of car parking at Kirkham and Wesham station, annual passenger usage of the station has increased from 240,000 in 2011-2012 to 246,000 in 2012-2013 (source: Fylde Authority Monitoring Report 2014).

Fylde appears relatively well served in terms of bus services. However, there is a distinction between urban and rural areas, with far more limited access to public transport in rural areas. Feedback from the 2005 scoping workshop indicated that attempts by Rural Partnerships to improve bus service provision had been unsuccessful. However, more recently Lancashire County Council have made positive steps and now provide a community transport service. This has been designed primarily for users in rural areas where normal transport provision is sparse and irregular.

The rural nature of the borough is likely to be a partial reason for the high percentage of the resident population (40%) who travel to work by private car or van (source: 2011 census) and only 5% by public transport. These proportions show a strong car dependency, compared to 37% for the North-West and 35% nationally. Similar numbers of people travel by bike or on foot compared to regional and national averages. Therefore there is an issue of high car usage and distance commuting, which confirms the suggestion of high levels of out-commuting from the borough.

Blackpool International Airport is located within Fylde borough, between St Annes and the main urban area of Blackpool. Commercial passenger services ceased in mid-October 2014. The airport is still open to general aviation traffic, including a flight school, education trips and helicopter flights to offshore rigs. In April 2015, commercial flights re-commenced to the Isle-of-Man and Belfast. The Airport still has the potential to return to an International Airport.

In March 2015, the government announced plans for a proposed new Enterprise Zone at Blackpool Airport.

### Data Gaps and Uncertainties

Number of ICT schemes implemented.

## Key Issues and Opportunities

- 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.
- 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 will 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 Borough Council will continue to work in conjunction with network Rail and LCC 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 ICT should be promoted to increase the competitiveness of local businesses and to help facilitate a reduction in the need to travel.

## M. Economy

The following indicators were used to characterise the baseline conditions and key trends:

- Gross Value Added (GVA) per capita relative to national/regional and over time
- GVA per capita for key sectors
- Wards with LSOAs in the bottom 30% and 10% for employment deprivation
- Wards with LSOAs in bottom 30% and 10% for income deprivation
- Employment in different sectors
- Number of VAT registered businesses and trend
- Number of VAT registrations and de-registrations by sector
- Major public and private sector employers
- Percentage unemployed
- Rateable value of commercial property by type

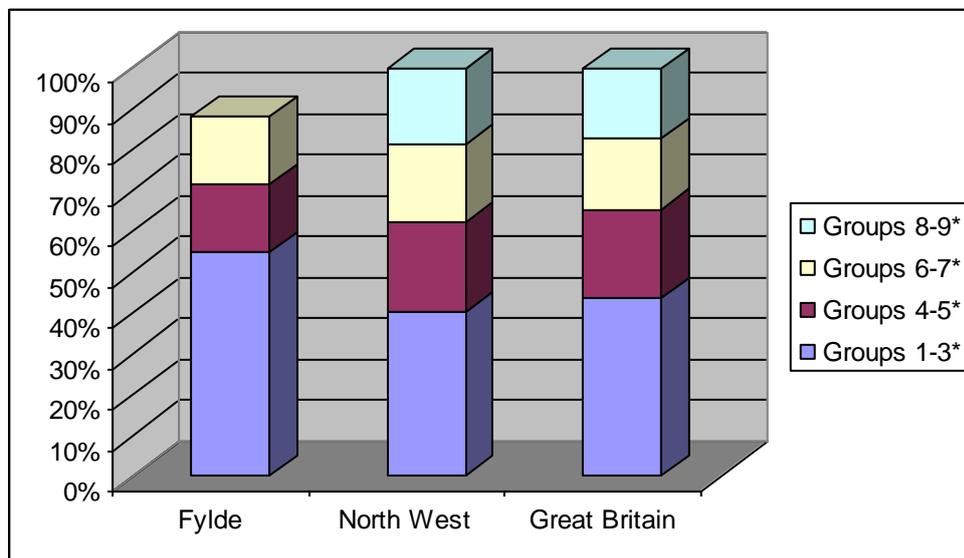
The local economy has performed well recently with major manufacturing strengths and a strong financial and business sector. There is a strong skills base in certain sectors (insurance, tourism and manufacturing), although there is perhaps an over reliance on a small number of large employers, and a relatively high proportion of employment in declining sectors. A

relatively large proportion of the Fylde workforce is engaged in manufacturing (30%). The largest employers are in aerospace (BAe Systems), nuclear (BNFL), precision instruments, chemicals and public administration. Other sectors include the manufacture of medical, precision and optical instruments, retail, ICT and tourism.

GVA is a measure of productivity, and the GVA per head for the Borough is above Lancashire county, North West and England and Wales levels. GVA per industry sector is greatest in the chemicals, printing and fabric and metal products sectors. In 2014 there were 2,870 VAT/PAYE-registered businesses in Fylde, a 1.6% increase from the previous year, however this was the lowest increase in the Lancashire area (source: LCC website). This could be a reflection of the impact from the recent recession and slow recovery. Due to changes in the collation of such statistics, long term trends are difficult to determine for this dataset. Unemployment in Fylde is relatively low when compared to regional and national levels. However, as with all areas, there has been an increase during the recent recession. Changing technology is a threat to local manufacturing employment and employment in farming is also under threat. Various measures of unemployment are available. The ONS annual population survey uses a model-based approach, which estimated a rate of 4.3% of the population in Fylde in 2014, compared to 7.1% in the North-West and 6.2% in Great Britain for those who are economically active. An alternative measure, reported by nomis, uses overall employment rate. In 2014 it states that 79.7% of the working age population were in employment. This compares favourably with 69.2% in the North-West and 72.4% in Great Britain.

Analysis of the Fylde labour market indicates that there are a proportionately greater number of people employed in higher skilled and professional jobs. Figure B11 compares the structure of the Fylde labour force against those for the region and the country as a whole. 50.7% of Fylde workers are employed in the highest socio-economic groups, whilst only 18% work in routine and elementary occupations.

**Figure B11 Structure of labour forces 2014 (source: nomis)**



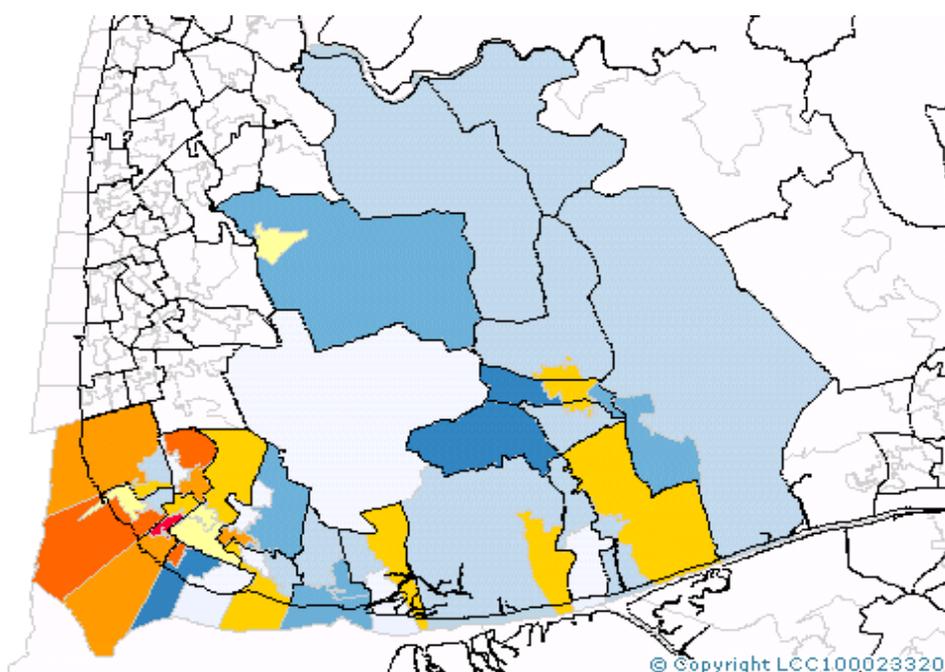
\* Groups 1-3: Managers and senior officials, professionals, associate professional & technical  
 Groups 4-5: Administrative & secretarial, skilled trades  
 Groups 6-7: Personal service occupations, sales & customer service  
 Groups 8-9: Process plant & machinery operators, elementary occupations

For Fylde, Groups 8-9\* samples size is too small to estimate.

There are eight LSOAs in the bottom 30% most deprived nationally for employment deprivation (Figure B12). Of these, Central ward have one LSOA in the bottom 10% most deprived. The employment deprivation domain of the IMD takes account of:

- a Unemployment claimant count (Joint Unemployment and Vacancies Operating System Cohort) of women aged 18-59 and men aged 18-64 averaged over 4 quarters
- b Incapacity Benefit claimants women aged 18-59 and men aged 18-64
- c Severe Disablement Allowance claimants women aged 18-59 and men aged 18-64
- d Participants in New Deal for 18-24s who are not included in the claimant count
- e Participants in New Deal for 25+ who are not included in the claimant count
- f Participants in New Deal for lone parents aged 18 and over

**Figure B12 Employment Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010/Lancashire profile)**



(Key as for Figure B3)

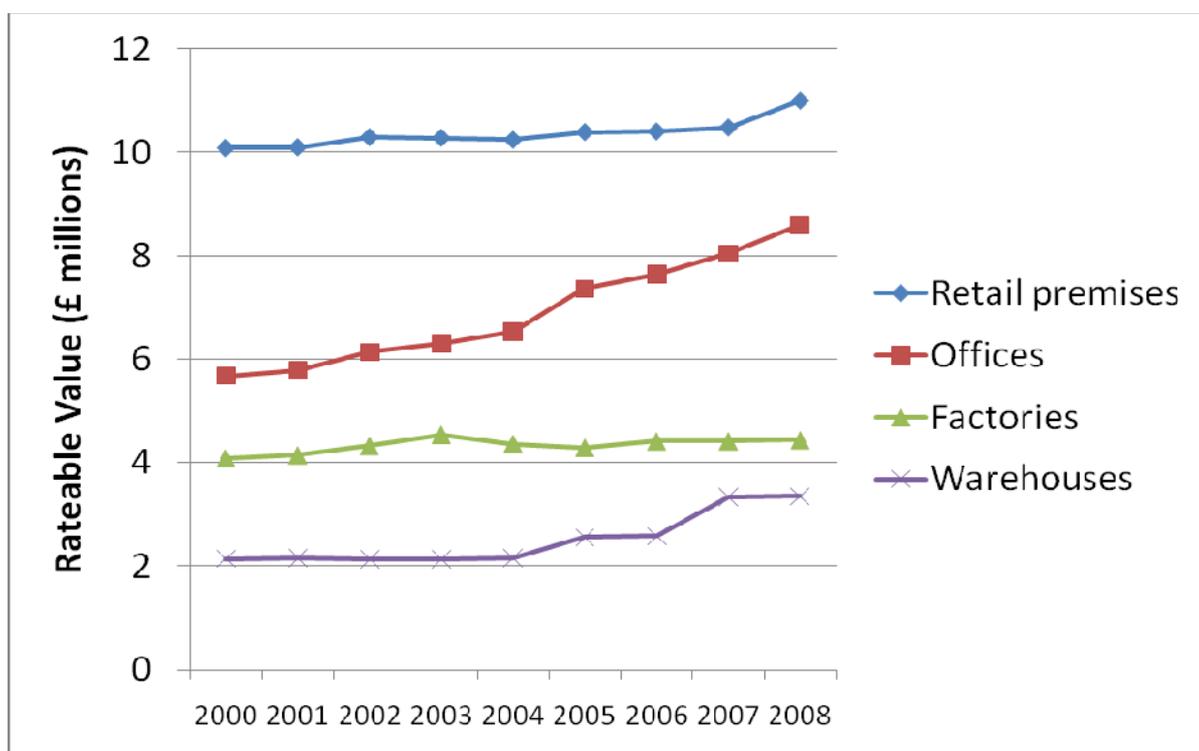
There is a high quality of life in Fylde, and a good natural environment, although the area is seen to have little identity as a place for business and there is a low rate of business formation. Inward investment characteristics are not known at present. There is also a high level of commuting which results in a loss of skills to the Fylde economy.

Tourism offers considerable opportunities for revenue generation and employment. Within Fylde district visitor numbers rose 7% from 2.96m in 2011 to 3.15m in 2012 with a corresponding increase of 7% in tourism spend (from £190.34m to £203.44m). Jobs supported stood at 2,942 in 2012, up 7% from 2,747 in the previous year (source: Lancashire STEAM Report 2012). Notable attractions include Lytham Green and Windmill, Fairhaven Lake and the St. Annes seafront. The world famous golf facilities (also significant material assets) are key to promoting the borough's image and the 2012 Open Championship offered a major opportunity to showcase the area. There is also significant activity inland with Ribby Hall Holiday Village and other smaller caravan parks in the north of the borough and around Little Eccleston.

For the majority of the borough, agriculture remains a significant employer in rural communities. However, employment in the agricultural sector has declined in recent years, as have the number of agricultural business de-registrations, in line with regional trends.

Figure B13 shows recent changes in the rateable values of commercial property in Fylde. Whilst offices and warehouses have seen a significant growth, the value of retail and factory properties have somewhat stagnated during this period.

**Figure B13 Rateable values of commercial property in Fylde (source: DCLG / Lancashire profile)**



## Data Gaps and Uncertainties

Number and value of inward investment projects attracted to the area.

Number of farm businesses assisted through diversification support.

## Key Issues and Opportunities

- 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. Therefore the borough council will 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, as Fylde is a net importer of employees, as opposed to Wyre which is a net exporter of employees.
- The council will continue to monitor and support the new Lancashire Enterprise Zone at BAE Systems at Warton. A further Enterprise Zone is proposed 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).

## N. Deprivation

The following indicators were used to characterise the baseline conditions and key trends:

- Recorded crime rates per 1000 for key offences
- Percentage of people feeling unsafe about crime
- Number of wards with LSOAs in the bottom most deprived 30% nationally for crime
- Average earnings per ward compared with national/regional average
- Claimants of work related benefits (income support) compared to national/regional average
- Claimants of Job Seekers Allowance (JSA) compared to national/regional average
- Number and distribution of wards with LSOAs in the bottom 30% most deprived for living environment
- Number and distribution of wards with LSOAs in the bottom 30% most deprived in terms of barriers to housing and services provision

Deprivation is a multi-faceted and complex problem which influences and is influenced by a number of different factors including crime, housing, education, access to services and employment. Many of these issues have been addressed in other sections, although this section focuses on crime, the living environment and benefit dependency.

### Crime

Crime in Fylde is generally low with crime rates per 1000 being lower than regional and national averages for all offences. The rate of recorded crime for British Crime Survey offences grew to 38.6 per 1,000 population in 2014/15, this number has slowly risen over the last 5 years but is still the second lowest crime rate in Lancashire. The comparable rate for the North-West is 37.7, and 38 for England. Table B3 gives the breakdown of crime rates for particular offences.

**Table B3 Crime rates per 1,000 population for key offences, except for domestic burglary (source: Safer Lancashire 2014/15)**

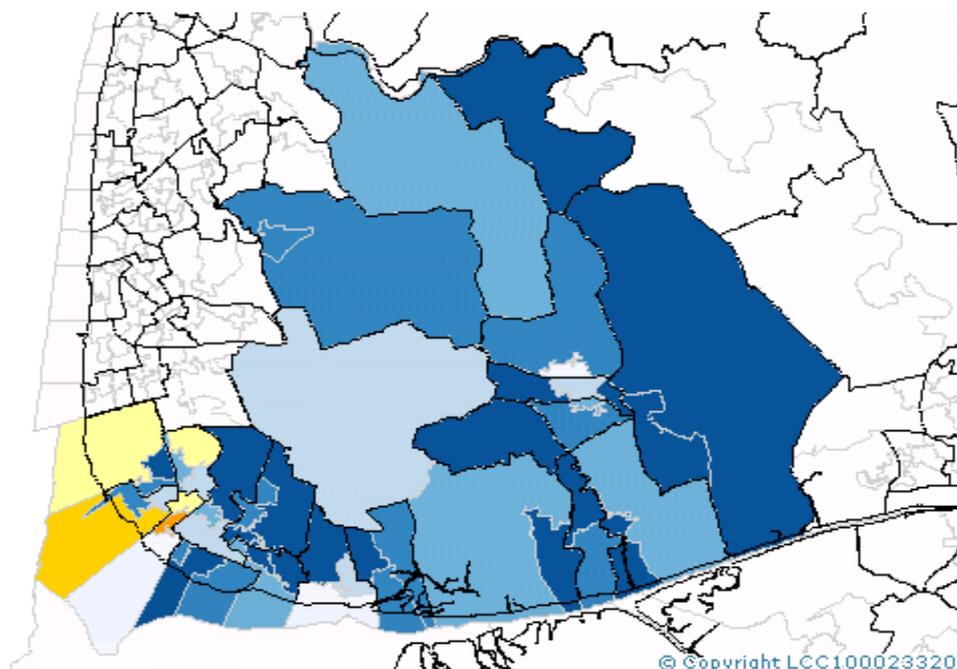
	Fylde	Lancashire
Violence Against the Person	8.6	16
Domestic Violence	9.4	13.7
Drug Offences	0.8	2
Criminal Damage & Arson	6.4	10.5
Domestic Burglary	5.1	8.1
Theft of a Motor Vehicle	0.5	1.5
Theft from a Motor Vehicle	2.5	3.8
Calls to the Police about Anti-Social Behaviour	32.9	53.8

Surveys of residents and visitors in 2007 have detected that although crime rates are low, there is a high fear of crime with, for example, 45.6% of residents claiming to feel unsafe at night.

The 2010/11 AMR suggests that this may be linked to the high proportion of elderly residents in the borough, although this cannot be substantiated. Although, the figures reported in Table B3 indicate that crimes against individuals (violence, wounding, harassment, assault, robbery and theft) constitute a marginally higher proportion of offences than crimes against property (criminal damage, burglary and theft).

One LSOAs located in the busy town centre, central ward is in the bottom 30% for crime deprivation. The Crime Domain measures the rate of recorded crime for four major crime themes - burglary, theft, criminal damage and violence - representing the occurrence of personal and material victimisation at a small area level.

**Figure B14 Crime Deprivation Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010/Lancashire profile)**



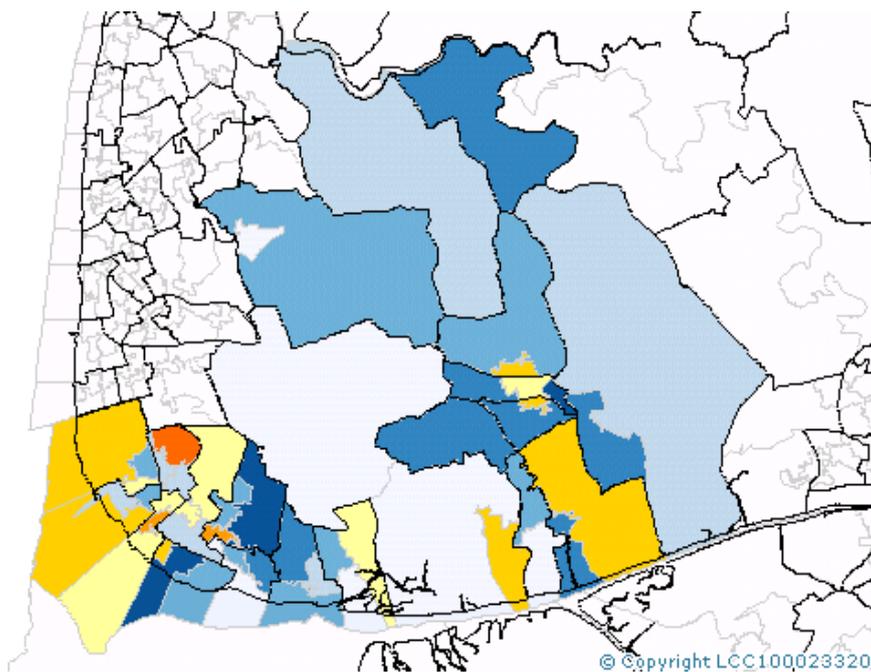
(Key as for Figure B3)

There is also concern over drugs and alcohol related crime and the links with anti-social behaviour, particularly amongst young people. Alcohol-fuelled violent crime is a national problem that has impacts in some parts of Fylde, particularly town centres, and is likely to be a cause of the small concentration of crime deprivation indicated on Figure B14.

## Benefits and Employment

Full-time average earnings in the borough are above county, regional and national levels. However, in the Income Domain of the IMD, three LSOAs are in the bottom 30% most deprived nationally, within the Central, Kilnhouse and Park ward (Figure B15). None of these are in the lowest 10%.

**Figure B15 Income Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010 / Lancashire profile)**



(Key as for Figure B3)

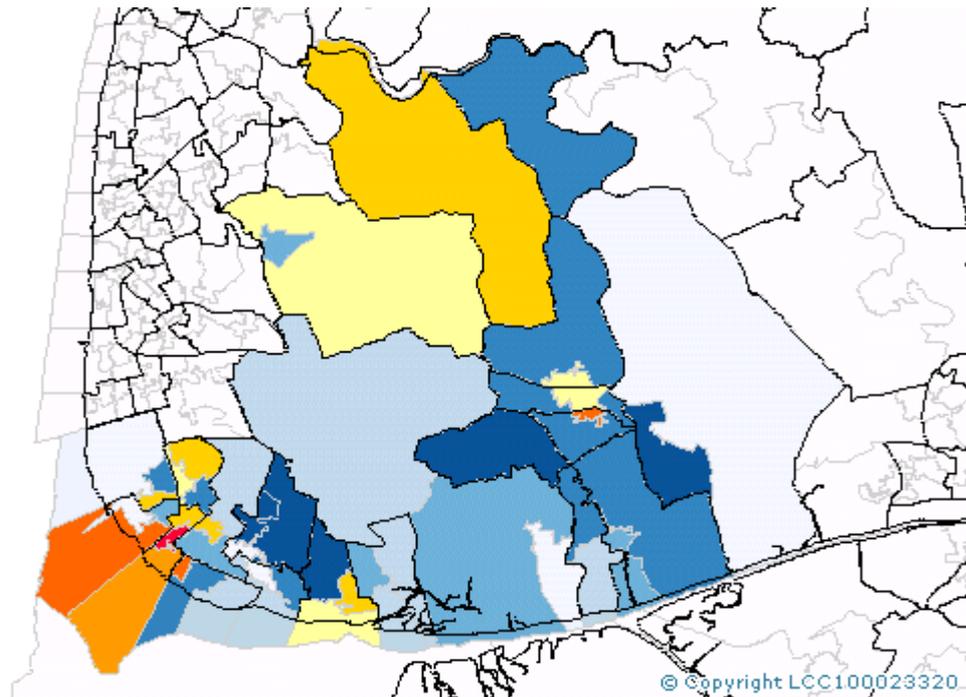
Claimants of job related benefits and Job Seekers Allowance (JSA) have been historically low in Fylde and well below national and regional averages. In May 2015, 1% of the working age population in the borough were claiming JSA. This has fallen from 2.3% in February 2013, this could reflect the steady growth following the recent economic recession. For comparison, the rate in the North West is 1.6% and stands at 1.8% nationally (source: nomis).

## Living Environment

The living environment in Fylde is considered to be generally very good. Access to sports facilities is below national standards with only 9.1% of the population in 2005 living within 20 minutes travel time of a range of three different sports facility types, compared to 20.86% nationally. This is most likely to be skewed by the substantial rural areas in the Borough where access to services and amenities of all kinds is more limited than in the urban centres. A 2004 survey undertaken by the Audit Commission suggested that both sports and leisure, and cultural and leisure, facilities in the borough had improved over the previous three years. No more recent data is available to support or dispute this evidence. The council is in the process of updating its evidence relating to Open Space, Playing Pitches and built Facilities and this information will feed into the emerging Local Plan.

Living environment deprivation and barriers to housing and services provision deprivation are both monitored in the IMD. This is based upon social and private housing in poor condition, houses without central heating, air quality and road traffic accidents involving injury to pedestrians and cyclists. Five LSOAs in the bottom most 30% deprived in terms of living environment, of which one LSOAs in Central Wards is in the bottom 10% most deprived nationally, see Figure B16.

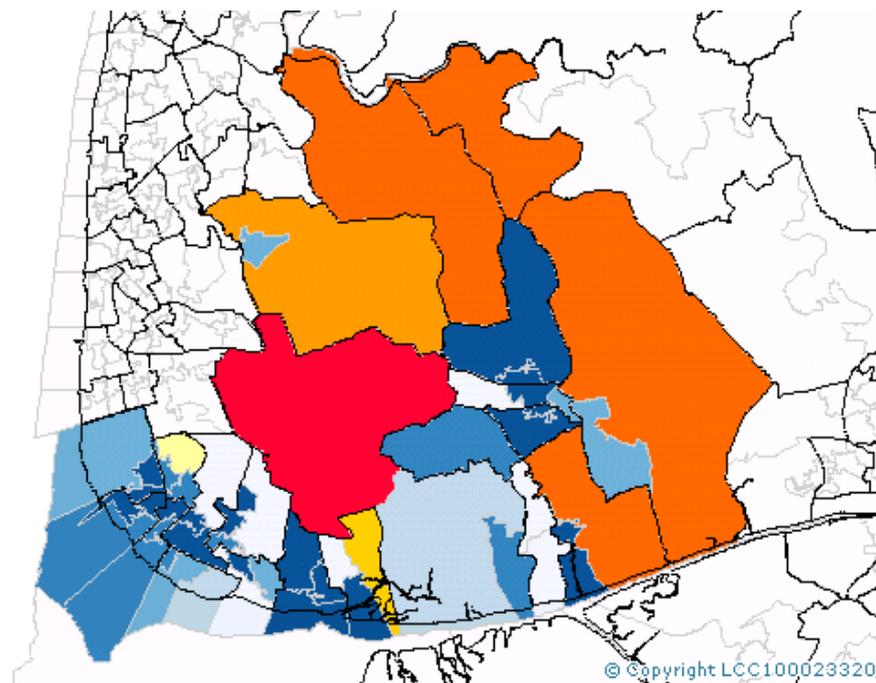
**Figure B16 Living Environment Deprivation Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010 / Lancashire profile)**



(Key as for Figure B3)

Six wards also have LSOAs in the bottom 30% most deprived in terms of barriers to housing and services provision (Elswick & Little Ecclestone, Freckleton East, Newton & Treales, Singleton & Greenhalgh, Staining and Weeton & Westby) (see Figure B17). This index is based upon a number of variables reflecting housing condition and access to a number of defined services.

**Figure B17 Barriers to Housing and Services Deprivation Domain for Fylde LSOAs by Ranking Position in England (source: Indices of Deprivation 2010/Lancashire profile)**



(Key as for Figure B3)

## Data Gaps and Uncertainties

Alcohol seizures from underage youths in public places.

Number of people accessing drug treatment.

Reports of Juvenile Nuisance.

The Council are no longer carrying out the above surveys so some data has not been updated.

Some surveys and data are no-longer being undertaken or gathered, therefore it has not been possible to update some data.

## Key Issues and Opportunities

- Crime rates are low and should be maintained, although anti-social behaviour and 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.

## O. Housing

The following indicators were used to characterise the baseline housing conditions and key trends:

- Average house price relating to national/regional averages
- Percentage of owner/occupied homes
- Number of households accepted as homeless
- Number of new dwelling completions as a percentage of commitments
- The provision of pitches and plots for Gypsies, Travellers and Travelling Showpeople

Residential areas in Fylde are concentrated in the main urban areas of Lytham, St Anne's, Warton, Freckleton, Kirkham and Wesham. There are also 15 smaller semi-rural settlements.

Fylde is a popular place to live, with housing demand continuing to outstrip supply as population and in-migration have risen in recent years. As with much of the country, house prices in Fylde have risen over the long term, although have fallen in response to the recession since the start of 2009. The average price of all houses sold in the last quarter of 2013 was £195,862, which is above the North-West regional average of £154,825 (source: Land Registry for England and Wales). This presents issues of housing affordability as prices have continued to rise above average income earnings. The ratio of median house prices to median individual earnings stood at 6.22 in 2013, a fall from its 2006 peak at 7.25, but still in excess of ratios in all but one other Lancashire authority. Housing affordability by this measure is below the national figures and as such affordability is a particular issue for local employees in lower income jobs, and particularly in Lytham and St Anne's. A total of 59 affordable homes were completed in the 12 months to March 2014 (Fylde BC Housing Land Availability Assessment, 2012).

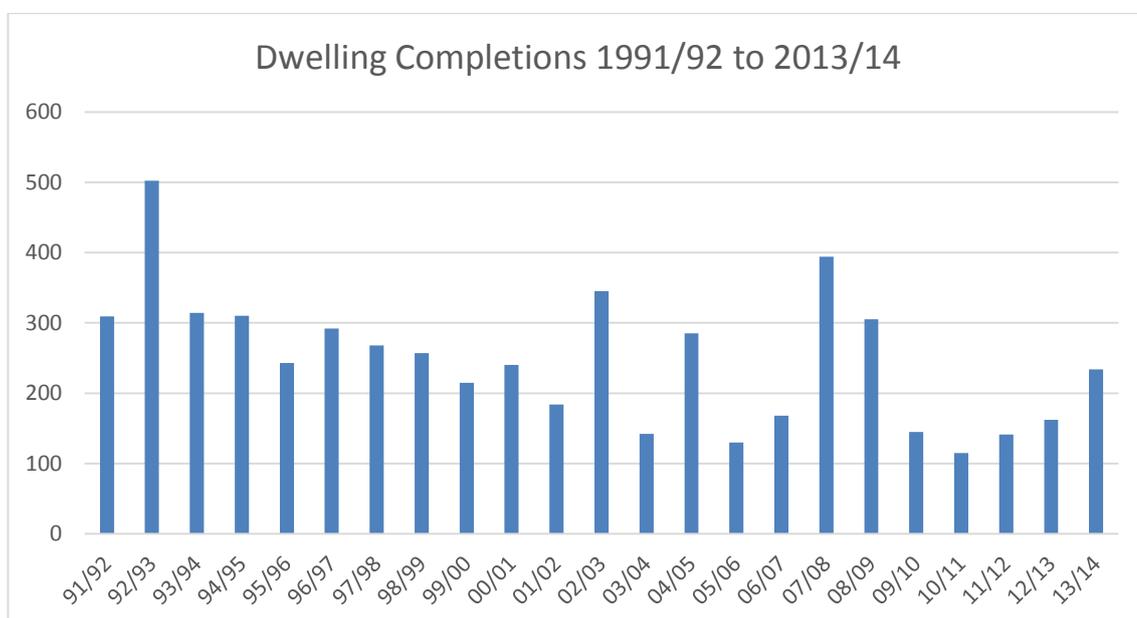
In March 2015 Fylde had a total of 37,470 dwellings, 10.9% of which fell into the highest council tax band, this being the second highest % in all of Lancashire. Around 90% of Fylde's dwellings fall within the owner-occupier and privately rented sector (73% of dwellings are owner-occupied,

17% are privately rented), demonstrating a high %. 4.49% of housing stock in Fylde was identified as vacant in 2014. Fylde has a slightly lower proportion of vacant dwellings than Lancashire as a whole (4.6%), however it is higher than the average for England (3.16%). The higher levels are particularly linked to second home ownership (source: Lancashire Profile, 2015).

Fylde has no local authority managed housing. Housing authority property remains in high demand and this is continuing to rise.

Homelessness levels are well below national and regional levels, although homelessness presentations have increased. Eleven households were accepted as homeless and in priority need from April 2014 to March 2015. The demand for homeless services has seen an increase. Time in interim accommodation has increased from 8.4 weeks in 2011/12 to 12 weeks in 2014/15. This suggests a need for hostel/supported accommodation within Fylde, negating the need for B&B as emergency accommodation.

**Figure B18 Percentage of all completions in Fylde from 1991/92 to 2013/14 (source: Fylde Housing Requirement Paper 2015)**



As demonstrated in Figure B18, completions expressed as a percentage of commitments (planning applications) is revealing an interesting trend. Commitments increased by 173% (859 to 2,343) from 2011/12 – 2012/13 and in the corresponding period completions as a percentage of commitments fell from 16% to 7%. Commitments then increased again by 50% (2,343 to 3,516) from 2012/13 – 2013/14 and completions remained at 7% of commitments (source: Fylde Housing Requirement paper 2015).

## Data Gaps and Uncertainties

Ratio of average prices to incomes in different wards/main economic grouping.

## Key Issues and Opportunities

- 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.
- The proportion of vacant dwellings in Fylde is higher than the Lancashire and England average.

- 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 3500 (March 2015), completions have remained low at 234 (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.

## P. 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 and infrastructure providers do not recognise Local Authority boundaries. In order to help to characterise the baseline further, some of these key 'transboundary' issues have been described below:

- Regular Duty to Cooperate meetings take place at both member and officer level between Fylde, Wyre and Blackpool Councils and LCC. A Memorandum of Understanding (MOU) has been agreed as part of a Duty to Co-operate.
- Blackpool Council's Local Plan has recently been examined and they are moving to adoption. It is acknowledged that Blackpool's administrative area is characterised by a tightly constrained boundary. Discussions between Blackpool and Fylde Councils have identified that Blackpool Council require Fylde Borough Council to provide 14 Ha of employment land within Fylde, to meet Blackpool's requirement up to 2027.
- 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.
- Wyre Council have published its Issues and Options Local Plan for Consultation (July/August 2015).
- 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 sub-region, including the wider issues such including surface water management, as surface water connections to the combined sewer are partly responsible for these capacity issues. This in turn will have a potential impact on the Bathing Water quality as a further load on the wastewater system. As a result of this 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 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 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 around BAE Systems base at Warton. The main thrust of the Enterprise Zone is about attracting new investment and employment to the North West area which is based around high technology manufacturing industries with British Aerospace being a key driver in that bid. In addition to the aeronautical specialism a package would be set-up including a regional skills centre / academy. One of the aims of the initiative is to look at the retention of Fylde and Lancashire younger people in the area and promote new development/ industry that may not necessarily have set up in the area.
- Blackpool Airport is situated within Fylde close to the boundary with Blackpool. It is no longer an International Airport and an Enterprise Zone is proposed 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.

Appendix C

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# Appraisal of Strategic Options

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## Assessment of Spatial Strategy Options

The tables below provide an explanation of the notation used in the assessment matrix.

Major Positive Impact	The option strongly supports the achievement of the SA Objective.	++
Positive Impact	This option contributes partially to the achievement of the SA Objective but not completely.	+
Neutral/ No Impact	There is no clear relationship between the option and/or the achievement of the SA Objective or the relationship is negligible.	0
Positive and negative outcomes	The option 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 option is partially detrimental to the achievement of the SA Objective.	-
Major Negative Impact	The option strongly detracts from the achievement of the SA Objective.	--
Reduced impact	A symbol in brackets denotes a slightly reduced impact (either positive or negative) but not sufficient to reduce it to the category below.	( )

<b>L-T</b>	Effects likely to arise in 10-25 years of Local Plan implementation
<b>M-T</b>	Effects likely to arise in 5-10 years of Local Plan implementation
<b>S-T</b>	Effects likely to arise in 0-5 years of Local Plan implementation
<b>D</b>	Direct effects.
<b>I</b>	Indirect effects.
<b>R</b>	Effects are reversible
<b>IR</b>	Effects are irreversible
<b>H/M/L</b>	High, medium or low certainty of prediction
<b>C</b>	Potential to have cumulative effect with other proposals or plans on this objective

### Summary of Spatial Strategy Options

Level of development	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
Focus development	<p><b>Settlement:</b> Lytham and St Annes</p> <p><b>Role:</b> Main urban area - priority for development</p> <p><b>50% of dwellings</b></p>	<p><b>Settlement:</b> Lytham and St Annes and Kirkham</p> <p><b>Role:</b> Main urban area - priority for development and Key Service Centre</p>	<p><b>Settlement:</b> Lytham and St Annes</p> <p><b>Role:</b> Main urban area - priority for development</p> <p><b>40% of dwellings</b></p>	<p><b>Settlement:</b> Lytham and St Annes</p> <p><b>Role:</b> Main urban area - priority for development</p> <p><b>40% of dwellings</b></p>	<p><b>Settlement:</b> Lytham and St Annes and land at junction 4 of the M55 and Squires Gate</p> <p><b>Role:</b> Main urban area - priority for development and meeting development needs</p> <p><b>80% of dwellings between Lytham and St Annes and</b></p>

Level of development	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
		<b>50% of dwellings between Lytham St Annes and Kirkham</b>			<b>land on the edge of Blackpool</b>
Moderate development	N/A	<b>Settlement:</b> Wesham, Warton and land at junction 4 of the M55 and Squires Gate  <b>Role:</b> Local Service Centres* and meeting development needs  <b>45% of dwellings between all named centres and areas</b>	<b>Settlement:</b> Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate.  <b>Role:</b> Key and Local Service Centres* and meeting development needs  <b>55% of dwellings between all named centres and areas</b>	<b>Settlement:</b> Kirkham, Wesham, Warton and the land at junction 4 of the M55 and Squires Gate.  <b>Role:</b> Key and Local Service Centres* and meeting development needs  <b>45% between all named centres and areas</b>	<b>Settlement:</b> Kirkham, Wesham and Warton  <b>Role:</b> Key and Local Service Centres*  <b>15% of dwellings between all named centres</b>
Limited development	<b>Settlement:</b> Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate  <b>Role:</b> Key and Local Service Centres* and meeting development needs  <b>45% of dwellings between all named centres and areas</b>	N/A	N/A	<b>Settlement:</b> Wrea Green, Elswick, Newton, Singleton, Clifton, Staining and Weeton  <b>Role:</b> Rural settlements  <b>13% of dwellings between all named settlements</b>	N/A
Development in exceptional circumstances	<b>Settlement:</b> All other defined rural settlements  <b>Role:</b> Minor settlement  <b>5% of dwellings between all defined settlements</b>	<b>Settlement:</b> All other defined rural settlements  <b>Role:</b> Minor settlement  <b>5% of dwellings between all defined settlements</b>	<b>Settlement:</b> All other defined rural settlements  <b>Role:</b> Minor settlement  <b>5% of dwellings between all defined settlements</b>	<b>Settlement:</b> All other defined rural settlements  <b>Role:</b> Minor settlements  <b>2% of dwellings between remaining defined settlements</b>	<b>Settlement:</b> All other defined rural settlements  <b>Role:</b> Minor settlement  <b>5% of dwellings between all defined settlements</b>

\*Freckleton is recognised as a Local Service Centre but further expansion above infill would involve a review of the Green Belt boundary around Freckleton

<b>Option 1: Focus on Lytham St Annes</b>					
Key aspects of the option: <b>50% development in Lytham St Annes. 45% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
1) Reduce crime, disorder and fear of crime	0/- S-L T, I, R, L, C	Crime rates are low across the borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan. Primary schools exist in all the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. Capacity is low however, and new capacity will be required. Provision of goods, services and public transport is strongest in Lytham, St Annes and the other identified locations enabling sustainable access to be maximised. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. Whilst this is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Access to services in Blackpool could also be realised for the land near the junction 4 of M55 (although the public transport improvements that are being pursued by Blackpool Council would be required). The option provides sufficient supply of flexible housing land to meet needs in the main urban areas. The option seeks to address pockets of deprivation in the largest settlements through access to services.	Arguably, this option may encourage more elderly residents in Lytham St Annes which has potential to increase fear of crime rates. Similarly, bathing water quality may be adversely affected at St Annes if the sewerage system reaches capacity. It may take time for new schools and services to be provided, eg at the edge of Blackpool. A large increase in population in Lytham St Annes may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale. Housing needs outside Lytham St Annes may not be met, for example affordable and rural needs.	Rural housing and infrastructure needs may not be met, in particular affordable housing needs. Rural issues of isolation and exclusion may not be addressed.	Additional primary and secondary places will be required particularly in Lytham St Annes. Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages.
2) Improve levels of educational attainment and encourage lifelong learning	+ L-T, I, R, M, C				
3) Improve physical and mental health for all and reduce health inequalities	+ M-L T, I, R, M, C				
4) Ensure that housing provision meets all needs	+ S-L T, D, R, H, C				
5) Protect and enhance community spirit and cohesion	?				
6) Improve sustainable access to basic goods, services and amenities for all groups	+ S-L T, D, R, H, C				
7) Encourage sustainable economic growth and business development	+ S-L T, D, R, H, C	The option promotes the enhancement of town centres and directs 70% of retail development to Lytham St Annes and a further 20% to Kirkham, thereby helping to encourage economic growth and vibrancy in these areas. By promoting the majority of housing close to these centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. The option also promotes significant development at Warton where the Enterprise Zone can easily be accessed. Some rural enhancement is also proposed although this may be limited.	At this stage no significant adverse effects on the economy are predicted with this option.	The development of rural infrastructure is limited and hence rural employment diversification may not benefit.	Note - An updated employment land evidence base is still being produced. A revised SA will be required once this information is available at the Preferred Options stage. Supporting policy on encouraging training and retention, with new business opportunities would be beneficial.
8) Promote economic inclusion	+ S-L T, D, R, H, C				
9) Deliver urban renaissance	+(+) S-L T, D, R, H, C				
10) Protect and enhance biodiversity and geodiversity	- S-L T, I/D, R, M, C	Compared to other options, less open countryside/rural areas would be lost to development, albeit greenfield urban fringe sites would be. Brownfield sites would be used where possible as a result of the urban	Development in these areas has potential to infringe on some areas of open countryside around Kirkham, Wesham and Warton. The settings of Wesham and	No issues identified.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale. This would also include strong design policies covering for example, flood
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	+/- S-L T, D, R, M, C				

<b>Option 1: Focus on Lytham St Annes</b>					
Key aspects of the option: <b>50% development in Lytham St Annes. 45% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
12) Protect and enhance the cultural heritage resource	?	area focus (e.g. at Warton) although sites are limited in Lytham St Annes. Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more than dispersed options although it would do little to help access to rural services. The option is unlikely to have a significant impact on air quality. The development of land at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.	Kirkham (including the Conservation Area) in particular may be adversely affected. Expansion on land at the edge of Blackpool is likely to result in a loss of countryside and visual impacts in that area. There is potential for undiscovered archaeology in this and a number of other areas also although this is uncertain at this scale. Area required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity. Also potential to affect BHS. A BHS may also be affected near to Wesham. Some areas of the potential development sites also lie in Flood Zone 3. All greenfield land development has potential to adversely affect water quality as well as increasing the demand for water through increased population. The option would also result in the loss of some Grade 2&3 agricultural land. The borough's most sensitive habitats lie off the coast from Lytham St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations.		protection measures and micro-siting, sustainable building design and drainage and measures to minimise the effect upon neighbouring townscape or heritage assets. 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. If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated.
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	- S-L T, R, I, M, C				
14) Limit and adapt to the impacts of climate change	- L-T, R/IR, I, M, C				
15) Protect and improve air quality	0				
16) Ensure the sustainable use of natural resources	(+/-) S-L T, IR, D, M, C				

<b>Option 2: Equal focus on Lytham St Annes and Kirkham</b>					
Key aspects of the option: <b>50% across Lytham St Annes and Kirkham. 45% between Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
1) Reduce crime, disorder and fear of crime	0 S-L T, I, R, L, C	Crime rates are low across the borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan. Primary schools exist in all the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. Capacity is low however, and new capacity will be required. The greater spread of development to Kirkham than Option 1 may help spread the available spaces more evenly whilst reducing the need to travel.	Arguably, this option may encourage more elderly residents in Lytham St Annes which has potential to increase fear of crime rates although this is less likely than other options due to the lower level of growth. Similarly, bathing water quality may reduce at St Annes if the sewerage system reaches capacity. It may take time for new schools and services to be provided, eg at the edge of Blackpool.	Rural housing and infrastructure needs may not be met, in particular affordable housing needs. Rural issues of isolation and exclusion may not be addressed.	Additional primary and secondary places will be required. Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages.
2) Improve levels of educational attainment and encourage lifelong learning	+ L-T, I, R, M, C	Provision of goods, services and public transport is strongest in Lytham St Annes and Kirkham together with the other identified locations enabling sustainable access to be maximised. Services in Warton would be benefited in particular. Transport links are strong in Kirkham. Further development in Kirkham and the strengthening of roles of Warton and Wesham may increase access to services in the east of the borough.	A large increase in population in Lytham St Annes and Kirkham may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale. Housing needs outside Lytham St Annes may not be met, for example affordable and rural needs.		
3) Improve physical and mental health for all and reduce health inequalities	+ M-L T, I, R, M, C	Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. Whilst this is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Services can also be accessed in Blackpool (although public transport improvements that are being pursued by Blackpool Council would be required). The option provides sufficient supply of flexible housing land to meet needs in the main urban areas. The option seeks to address pockets of deprivation in the largest settlements through access to services.			
4) Ensure that housing provision meets all needs	+ S-L T, D, R, H, C				
5) Protect and enhance community spirit and cohesion	?				
6) Improve sustainable access to basic goods, services and amenities for all groups	+(+) S-L T, D, R, H, C				
7) Encourage sustainable economic growth and business development	+ S-L T, D, R, H, C	The option promotes the enhancement of town centres and directs 70% of retail development to Lytham St Annes and a further 20% to Kirkham, thereby helping to encourage economic growth and vibrancy in these areas. The greater share of housing development in Kirkham under this option would help this and may combine to encourage greater regeneration there.	At this stage no significant adverse effects on the economy are predicted with this option.	The development of rural infrastructure is limited and hence rural employment diversification may not benefit.	Note - An updated employment land evidence base is still being produced. A revised SA will be required once this information is available at the Preferred Options stage. Supporting policy on encouraging training and retention, with new business opportunities would be beneficial.
8) Promote economic inclusion	+ S-L T, D, R, H, C	Kirkham also provides good train linkages to			

<b>Option 2: Equal focus on Lytham St Annes and Kirkham</b>					
Key aspects of the option: <b>50% across Lytham St Annes and Kirkham. 45% between Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
9) Deliver urban renaissance	++ S-L T, D, R, H, C	Blackpool and Preston and Manchester. By promoting the majority of housing close to these centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. The option also promotes significant development at Warton which would have an increased role as a local centre and where the Enterprise Zone can easily be accessed. Some rural enhancement is also proposed although this may be limited. Opportunities exist for investment in improved infrastructure in Kirkham, Wesham and Warton as well as Lytham St Annes and land at the edge of Blackpool.			
10) Protect and enhance biodiversity and geodiversity	(-) S-L T, I/D, R, M, C	This option would take less greenfield land around Lytham St Annes compared with Option 1 but a larger amount around Kirkham. Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham St Annes. Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more (Kirkham has good rail links) than dispersed options although it would do little to help access to rural services. The development of land at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.	Development in these areas has potential to infringe on some areas of open countryside around Kirkham, Wesham and Warton. The settings of Wesham and Kirkham (including the Conservation Area) in particular may be adversely affected and there is a risk of overdeveloping the suburbs of Kirkham, Wesham and Warton through infill. The gaps between Kirkham and other settlements may also reduce. Expansion on land adjacent to Blackpool is likely to result in a loss of countryside and visual impacts in that area. There is potential for undiscovered archaeology in this and a number of other areas also although this is uncertain at this scale. Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity although not to the extent of Option 1. Also potential to affect BHS although potentially not to the extent of Option 1. A BHS may also be affected near to Wesham. Some sites are also in Flood Zone 3 near Lytham St Annes although these would be fewer than Option 1. All greenfield land development has potential to adversely affect surface and ground water quality as well as increasing the demand for water through increased population. The option would also result in the loss of some Grade 2&3 agricultural land. The borough's most sensitive habitats lie off the coast from Lytham St Annes / Warton and increased pressure here (recreational or foul water discharge) may	No issues identified.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale. This would also include strong design policies covering for example, flood protection measures and micro-siting, sustainable building design and drainage and measures to minimise the effect upon neighbouring townscape or heritage assets. 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. If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated.
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	+/- S-L T, D, R, M, C				
12) Protect and enhance the cultural heritage resource	?				
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	(-) S-L T, R, I, M, C				
14) Limit and adapt to the impacts of climate change	(-) L-T, R/IR, I, M, C				
15) Protect and improve air quality	(-) L-T, R/IR, I, M, C				
16) Ensure the sustainable use of natural resources	+/- S-L T, IR, D, M, C				

<p><b>Option 2:</b> Equal focus on Lytham St Annes and Kirkham</p> <p>Key aspects of the option: <b>50% across Lytham St Annes and Kirkham. 45% between Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b></p>					
SA Objectives	Impact	What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?	What does this option do that could detract from achieving the Objectives? Who/Where will be affected?	Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?	Could any of the adverse effects be mitigated easily? Could it be enhanced?
			<p>result in indirect effects upon the European designations although not to the extent of Option 1.</p> <p>There is potential for increased traffic congestion around Kirkham, Wesham, Warton and at the edge of Blackpool. This may have indirect effects upon air quality and carbon emissions.</p>		

<b>Option 3: Lytham St Annes and Key and Local Service Centres</b>					
Key aspects of the option: <b>40% development in Lytham St Annes. 55% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
1) Reduce crime, disorder and fear of crime	0 S-L T, I, R, L, C	Crime rates are low across the borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan. Primary schools exist in all the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. Capacity is low however, and new capacity will be required. Provision of goods, services and public transport is strongest in Lytham St Annes and Kirkham together with the other target locations enabling sustainable access to be maximised. Services in Warton would be benefited in particular. Transport links are strong in Kirkham. Moderate development in Kirkham and the strengthening of roles of Warton and Wesham may increase access to services in the east of the borough. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. Whilst this is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Services can also be accessed in Blackpool. (although public transport improvements that are being pursued by Blackpool Council would be required). The option provides sufficient supply of flexible housing land to meet needs in the main urban areas. The option seeks to address pockets of deprivation in the largest settlements through access to services.	Arguably, this option may encourage more elderly residents in Lytham St Annes which has potential to increase fear of crime rates although this is less likely than other options due to the lower level of growth. Similarly, bathing water quality may reduce at St Annes if the sewerage system reaches capacity. It may take time for new schools and services to be provided, e.g. at the edge of Blackpool. A large increase in population in Lytham St Annes may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale. Housing needs outside Lytham St Annes may not be met, for example affordable and rural needs.	Rural housing and infrastructure needs may not be met, in particular affordable housing needs. Rural issues of isolation and exclusion may not be addressed.	Additional primary and secondary places will be required particularly in Lytham St Annes. Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages.
2) Improve levels of educational attainment and encourage lifelong learning	+ L-T, I, R, M, C				
3) Improve physical and mental health for all and reduce health inequalities	+ M-L T, I, R, M, C				
4) Ensure that housing provision meets all needs	+ S-L T, D, R, H, C				
5) Protect and enhance community spirit and cohesion	?				
6) Improve sustainable access to basic goods, services and amenities for all groups	+ (+) S-L T, D, R, H, C				
7) Encourage sustainable economic growth and business development	+ S-L T, D, R, H, C	The option promotes the enhancement of town centres and directs 70% of retail development to Lytham St Annes and a further 20% to Kirkham, thereby helping to encourage economic growth and vibrancy in these areas. Kirkham also provides good train linkages to Blackpool and settlements to the east. By promoting the majority of housing close to these centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. The option also promotes significant development at Warton which would have an increased role as a local	At this stage no significant adverse effects on the economy are predicted with this option.	The development of rural infrastructure is limited and hence rural employment diversification may not benefit.	Note - An updated employment land evidence base is still being produced. A revised SA will be required once this information is available at the Preferred Options stage. Supporting policy on encouraging training and retention with new business opportunities would be beneficial.
8) Promote economic inclusion	+ S-L T, D, R, H, C				
9) Deliver urban renaissance	++ S-L T, D, R, H, C				

<b>Option 3: Lytham St Annes and Key and Local Service Centres</b>					
Key aspects of the option: <b>40% development in Lytham St Annes. 55% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
		centre and where the Enterprise Zone can easily be accessed. Some rural enhancement is also proposed although this may be limited. Opportunities exist for investment in improved infrastructure in Kirkham, Wesham and Warton as well as Lytham St Annes and land at the edge of Blackpool.			
10) Protect and enhance biodiversity and geodiversity	(-) S-L T, I/D, R, M, C	The option would avoid significant development in the open rural countryside albeit greenfield urban fringe sites would be lost. Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham St Annes. Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more (Kirkham has good rail links) than dispersed options although it would do little to help access to rural services. The development of the large sites at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.	Development in these areas has potential to infringe on some areas of open countryside around Kirkham, Wesham, and Warton although the effects upon Kirkham would be less than Option 2. There may be scope for greater cumulative effects however, as development is spread more evenly between the towns. The settings of Wesham and Kirkham (including the Conservation Areas) in particular may be adversely affected and there is a risk of overdeveloping the suburbs of Kirkham, Wesham and Warton through infill although again this would be lesser than Option 2. Expansion on land at the edge of Blackpool is likely to result in a loss of countryside and visual impacts in that area. There is potential for undiscovered archaeology in this and a number of other areas also although this is uncertain at this scale. Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity. Also potential to affect BHS. A BHS may also be affected near to Wesham. Some areas of the potential development sites also lie in Flood Zone 3. All greenfield land development has potential to adversely affect water quality as well as increasing the demand for water through increased population. The option would also result in the loss of some Grade 2&3 agricultural land. The borough's most sensitive habitats lie off the coast from Lytham St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations. There is potential for increased traffic congestion around Kirkham, Wesham,	No issues identified.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale. This would also include strong design policies covering for example, flood protection measures and micro-siting, sustainable building design and drainage and measures to minimise the effect upon neighbouring townscape or heritage assets. 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. If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated.
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	+/- S-L T, D, R, M, C				
12) Protect and enhance the cultural heritage resource	?				
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	(-) S-L T, R, I, M, C				
14) Limit and adapt to the impacts of climate change	- L-T, R/IR, I, M, C				
15) Protect and improve air quality	- L-T, R/IR, I, M, C				
16) Ensure the sustainable use of natural resources	+/- S-L T, IR, D, M, C				

	<b>Option 3:</b> Lytham St Annes and Key and Local Service Centres				
	Key aspects of the option: <b>40% development in Lytham St Annes. 55% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 5% in rural settlements under exceptional circumstances.</b>				
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives?</b> Who/Where will benefit?	<b>What does this option do that could detract from achieving the Objectives?</b> Who/Where will be affected?	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address?</b> Who/Where is missed out?	<b>Could any of the adverse effects be mitigated easily?</b> <b>Could it be enhanced?</b>
			Warton and at the edge of Blackpool. This may have indirect effects upon air quality and carbon emissions.		

<b>Option 4: Lytham St Annes and rural dispersal</b>					
Key aspects of the option: <b>40% development in Lytham St Annes. 45% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 13% between Wrea Green, Elswick, Newton, Singleton, Clifton, Staining and Weeton. 2% in other rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
1) Reduce crime, disorder and fear of crime	0 S-L T, I, R, L, C	<p>Crime rates are low across the borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan. Primary schools exist in the majority of the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all identified locations. Capacity is low however, and new capacity will be required.</p> <p>Provision of goods, services and public transport is strongest in Lytham, St Annes and the other urban locations identified, enabling sustainable access to be maximised.</p> <p>The option also presents the greatest opportunities for rural areas. It has the strongest potential to encourage rural service viability due to the wider focus of rural development. This in turn could help to reduce the issues of rural isolation and exclusion in these areas (particularly for the elderly and less mobile). Similarly, this option would achieve the greatest benefits in terms of rural housing provision and meeting a range of rural housing needs. Affordable housing provision could enable locally born people to purchase houses which can help to maintain community spirit and cohesion. In turn this could benefit the levels of health and wellbeing in rural areas.</p> <p>Access to sustainable travel in the urban areas can also encourage walking and cycling which can benefit healthy lifestyles. Whilst this is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Services can also be accessed in Blackpool (although public transport improvements that are being pursued by Blackpool Council would be required). The option provides sufficient supply of flexible housing land to meet needs in the main urban areas and also the main rural settlements. The option seeks to address pockets of deprivation in the largest settlements through access to services.</p>	<p>Arguably, this option may encourage more elderly residents in Lytham St Annes which has potential to increase fear of crime rates although this is less likely than other options due to the lower level of growth. Similarly, bathing water quality may reduce at St Annes if the sewerage system reaches capacity.</p> <p>It may take time for new schools and services to be provided, eg at the edge of Blackpool.</p> <p>An increase in population in Lytham St Annes may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale. The same issue may apply in some rural settlements.</p>	<p>No issues identified.</p>	<p>Additional primary and secondary places will be required particularly in Lytham St Annes. Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages. Rural housing development should include measures to encourage rural service provision and infrastructure to be provided in parallel. Development at Staining would need to be phased due to sewerage capacity issues.</p>
2) Improve levels of educational attainment and encourage lifelong learning	+ L-T, I, R, M, C				
3) Improve physical and mental health for all and reduce health inequalities	+ M-L T, I, R, M, C				
4) Ensure that housing provision meets all needs	++ S-L T, D, R, H, C				
5) Protect and enhance community spirit and cohesion	?				
6) Improve sustainable access to basic goods, services and amenities for all groups	+(+) S-L T, D, R, H, C				
7) Encourage sustainable economic growth and business development	+(+) S-L T, D, R, H, C	<p>The option promotes the enhancement of town centres and directs 70% of retail development to Lytham St Annes and a further 20% to Kirkham, thereby helping to encourage economic growth and vibrancy in</p>	<p>At this stage no significant adverse effects on the economy are predicted with this option.</p>	<p>No issues identified.</p>	<p>Note - An updated employment land evidence base is still being produced. A revised SA will be required once this information is available at the Preferred Options stage.</p>
8) Promote economic inclusion	+(+) S-L T, D, R, H, C				

<b>Option 4: Lytham St Annes and rural dispersal</b>					
Key aspects of the option: <b>40% development in Lytham St Annes. 45% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 13% between Wrea Green, Elswick, Newton, Singleton, Clifton, Staining and Weeton. 2% in other rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
9) Deliver urban renaissance	<b>+(+)</b> S-L T, D, R, H, C	these areas. By promoting the majority of housing close to these centres (albeit less than Option 3), access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. The option also promotes significant development at Warton where the Enterprise Zone can easily be accessed. In addition to this, significant rural enhancement is also proposed so the development of rural infrastructure may benefit employment diversification in those areas together with a greater opportunity for rural service viability. This may contribute to reducing economic exclusion in rural areas.			Supporting policy on encouraging training and retention with new business opportunities would be beneficial.
10) Protect and enhance biodiversity and geodiversity	<b>- (-)</b> S-L T, I/D, R, M, C	The majority of development would still be around the existing urban areas although there would be a loss of rural countryside areas as well. Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton) although sites are limited in Lytham St Annes.	The development of 13% of housing in and around rural settlements is likely to result in a cumulative loss of countryside and would potentially affect the character of some rural villages. This could also affect local biodiversity albeit the only statutory wildlife site identified is BHS at Staining and some TPOs. Moderate development in and around key and local service centres has potential to infringe on some areas of open countryside around Kirkham, Wesham, and Warton. The settings of Wesham and Kirkham (including the Conservation Areas) may be adversely affected.	No issues identified.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale. This would also include strong design policies covering for example, flood protection measures and micro-siting, sustainable building design and drainage and measures to minimise the effect upon neighbouring townscape or heritage assets. 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.
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	<b>-</b> S-L T, D, R, M, C	Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport around the urban areas. If the option results in improved rural service provision, this may also result in fewer long car journeys for small goods in rural areas.	Expansion on land at the edge of Blackpool is likely to result in a loss of countryside and visual impacts in that area. There is potential for undiscovered archaeology in this and a number of other areas also although this is uncertain at this scale.		If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated.
12) Protect and enhance the cultural heritage resource	<b>?</b>		Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity. Also potential to affect BHS. A BHS may also be affected near to Wesham. Some areas of the potential development sites also lie in Flood Zone 3. All greenfield land development has potential to adversely affect water quality as well as increasing the demand for water through increased population. An increase in rural development on greenfield sites may add to this, together with representing a less sustainable use of land.		
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	<b>-</b> S-L T, R, I, M, C				
14) Limit and adapt to the impacts of climate change	<b>-</b> L-T, R/IR, I, M, C				
15) Protect and improve air quality	<b>0</b>				
16) Ensure the sustainable use of natural resources	<b>-</b> S-L T, IR, D, M, C	The option is unlikely to have a significant issue on air quality.			

<b>Option 4:</b> Lytham St Annes and rural dispersal					
Key aspects of the option: <b>40% development in Lytham St Annes. 45% between Kirkham, Wesham, Warton and land at junction 4 of the M55 and Squires Gate. 13% between Wrea Green, Elswick, Newton, Singleton, Clifton, Staining and Weeton. 2% in other rural settlements under exceptional circumstances.</b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
			The option would also result in the loss of some Grade 2&3 agricultural land in a number of locations across the borough. The borough's most sensitive habitats lie off the coast from Lytham St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations.		

<b>Option 5:</b> Equal focus on Lytham St Annes and land on the SE edge of Blackpool					
Key aspects of the option: <b>80% between Lytham St Annes and land at junction 4 of the M55 and Squires Gate. 15% between Kirkham, Wesham and Warton. 5% in rural settlements under exceptional circumstances.</b>					
SA Objectives	Impact	What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?	What does this option do that could detract from achieving the Objectives? Who/Where will be affected?	Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?	Could any of the adverse effects be mitigated easily? Could it be enhanced?
1) Reduce crime, disorder and fear of crime	0 S-L T, I, R, L, C	Crime rates are low across the borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the strategy. Primary schools exist in many of the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. The Capacity is low however, and new capacity will be required although this option promotes less development in many of these areas compared with other options. Provision of goods service and public transport is strongest in Lytham St Annes and also Kirkham but also neighbouring Blackpool which would become a natural local centre for the M55 and Squires Gate developments. Development in Kirkham and the strengthening of roles of Warton and Wesham may increase access to services in the east of the borough although this is more limited under this option. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. Whilst this is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. The option provides sufficient supply of flexible housing land to meet needs in the main urban areas. The option seeks to address pockets of deprivation in the largest settlements through access to services.	Arguably, this option may encourage more elderly residents in Lytham St Annes which has potential to increase fear of crime rates although this is less likely than other options due to the lower level of growth. Similarly, bathing water quality may reduce at St Annes if the sewerage system reaches capacity. It may take time for new schools and services to be provided, e.g. at the edge of Blackpool. Significant development in this area is likely to put pressure on Blackpool's school capacities. A large increase in population in Lytham St Annes may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale. Housing needs outside Lytham St Annes are unlikely to be met, for example affordable and rural needs.	Rural housing and infrastructure needs are unlikely to be met, in particular affordable housing needs. Rural issues of isolation and exclusion may not be addressed. The option would not adequately address the need for improved service provision in some local service centres, notably Warton. Kirkham would also receive limited development so the benefits of its rail links would not be maximised.	Additional primary and secondary places will be required particularly in Lytham St Annes. Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and significantly improved public transport linkages. This would be particularly important for this option given the scale of growth in that area.
2) Improve levels of educational attainment and encourage lifelong learning	+ L-T, I, R, M, C				
3) Improve physical and mental health for all and reduce health inequalities	(+) M-L T, I, R, M, C				
4) Ensure that housing provision meets all needs	+ S-L T, D, R, H, C				
5) Protect and enhance community spirit and cohesion	?				
6) Improve sustainable access to basic goods, services and amenities for all groups	+ S-L T, D, R, H, C				
7) Encourage sustainable economic growth and business development	+ S-L T, D, R, H, C	The option promotes the enhancement of town centres and directs 70% of retail development to Lytham St Annes and a further 20% to Kirkham, thereby helping to encourage economic growth and vibrancy in these areas. The land at the edge of Blackpool also provides significant opportunity to develop further employment uses in addition to providing access to jobs and retail in Blackpool as a main centre in the wider sub-region. Similarly, by promoting significant housing development close to Lytham St Annes, access to jobs there is also likely to be improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards (located in St Annes). This could encourage investment here and promote urban renaissance. Some rural	Significant development at the edge of Blackpool may result in a greater share of economic growth occurring in Blackpool rather than within Fylde itself.	The development of rural infrastructure is limited and hence rural employment diversification may not benefit. Similarly, Kirkham, Wesham and Warton are less likely to benefit under this option. In particular, Kirkham is well placed with regard to rail links and Warton is adjacent to the Enterprise Zone at BAE Systems. Opportunities to maximise these benefits may be missed.	Note - An updated employment land evidence base is still being produced. A revised SA will be required once this information is available at the Preferred Options stage. Supporting policy on encouraging training and retention with new business opportunities would be beneficial. Including good public transport links and an element of mixed-use would be essential for creating a sustainable development of this scale at the edge of Blackpool.
8) Promote economic inclusion	+ S-L T, D, R, H, C				
9) Deliver urban renaissance	+ S-L T, D, R, H, C				

	<b>Option 5:</b> Equal focus on Lytham St Annes and land on the SE edge of Blackpool				
	Key aspects of the option: <b>80% between Lytham St Annes and land at junction 4 of the M55 and Squires Gate. 15% between Kirkham, Wesham and Warton. 5% in rural settlements under exceptional circumstances.</b>				
SA Objectives	Impact	What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?	What does this option do that could detract from achieving the Objectives? Who/Where will be affected?	Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?	Could any of the adverse effects be mitigated easily? Could it be enhanced?
		enhancement is also proposed although this may be limited.			
10) Protect and enhance biodiversity and geodiversity	(-) S-L T, I/D, R, M, C	The option would avoid development in the rural countryside albeit greenfield urban fringe sites notably at the edge of Lytham St Annes and Blackpool would be lost. Brownfield sites would be used where possible although sites are limited in Lytham St Annes. Large areas of the land at the edge of Blackpool have been used for a range of visually poor quality uses including horticulture, caravan storage, scrap yards, kennels and the former Pontins Holiday Camp amongst others. Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport assuming that suitable public transport links can be provided at the edge of Blackpool. The development of land at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.	Expansion on a large scale at the edge of Blackpool is likely to result in a loss of countryside and visual impacts in that area. However, the quality of the landscape in some of this area is currently poor and fragmented, whereby redevelopment may result in some benefits. The option also deflects development away from rural areas and reduces the extent of the potential landscape/townscape impact on other settlements such as Kirkham, Wesham and Warton. There is potential for undiscovered archaeology at the edge of Blackpool and, whilst this is uncertain at this stage, the extent of development increase the likelihood of impacts occurring. Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity. Also potential to affect BHS. A BHS may also be affected near to Squires Gate (South Fylde Railway Sidings). Some areas of the potential development sites also lie in Flood Zone 3. All greenfield land development has potential to adversely affect water quality as well as increasing the demand for water through increased population. The option would also result in the loss of some Grade 2&3 agricultural land. The borough's most sensitive habitats lie off the coast from Lytham St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations. In the absence of new public transport linkages, congestion at junction 4 of the M55 may lead to adverse air quality issues being exacerbated. This may have a	The option proposes little development to encourage physical regeneration in Warton.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale. This would also include strong design policies covering for example, flood protection measures and micro-siting, sustainable building design and drainage and measures to minimise the effect upon neighbouring townscape or heritage assets. 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. If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated. The option provides significant opportunities to develop a high-quality, sustainable and environmentally appealing development adjacent to the boundary with Blackpool if designed and implemented correctly.
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	+/- S-L T, D, R, M, C				
12) Protect and enhance the cultural heritage resource	?/- S-M T, IR, D, M, C				
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	(-) S-L T, R, I, M, C				
14) Limit and adapt to the impacts of climate change	- L-T, R/IR, I, M, C				
15) Protect and improve air quality	- L-T, R/IR, I, M, C				
16) Ensure the sustainable use of natural resources	+/- S-L T, IR, D, M, C				

	<b>Option 5:</b> Equal focus on Lytham St Annes and land on the SE edge of Blackpool				
	Key aspects of the option: <b>80% between Lytham St Annes and land at junction 4 of the M55 and Squires Gate. 15% between Kirkham, Wesham and Warton. 5% in rural settlements under exceptional circumstances.</b>				
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives?</b> Who/Where will benefit?	<b>What does this option do that could detract from achieving the Objectives?</b> Who/Where will be affected?	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address?</b> Who/Where is missed out?	<b>Could any of the adverse effects be mitigated easily?</b> <b>Could it be enhanced?</b>
			consequent adverse effect on carbon emissions.		

<b>Business as Usual Option</b>					
Key aspects of the option: <b><i>Aim to focus 100% of development within settlement boundaries with only exceptional development elsewhere. Some employment land at Whitehills. This is however, not possible due to existing constraints, leading to a degree of development in other areas on appeal.</i></b>					
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives? Who/Where will benefit?</b>	<b>What does this option do that could detract from achieving the Objectives? Who/Where will be affected?</b>	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?</b>	<b>Could any of the adverse effects be mitigated easily? Could it be enhanced?</b>
1) Reduce crime, disorder and fear of crime	?	Significant effects on actual crime rates are unlikely as a result of the strategy although there is some uncertainty regarding exactly where development may go and what form it may take. Provision of goods service and public transport is strongest in Lytham, St Annes and the other target locations although it is unclear whether new development would be located in areas which could benefit from these or otherwise. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles.	Primary schools exist in many of the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations although a significant focus of development in Lytham St Annes is likely to put considerable pressure on capacity there which may have an indirect effect on educational attainment. The option may lead to loss of open space and green areas within settlements which could indirectly affect levels of health and well-being. Bathing water quality may reduce at St Annes if the sewerage system reaches capacity. A large increase in population in Lytham St Annes may have potential to water down community spirit and levels of cohesion although this is uncertain at this scale.	Rural housing and infrastructure needs may not be met, in particular affordable housing needs. Rural issues of isolation and exclusion may not be addressed. The option is unlikely to provide sufficient supply of flexible housing land to meet needs in the main urban areas. The option also does not provide assurances that pockets of deprivation in the largest settlements would be addressed. Overall, the option reduces opportunities to develop well planned and coordinated developments	Additional primary and secondary places will be required particularly in Lytham St Annes. The option could only be improved by encouraging considerably more certainty about the type of development and its location, which is not possible without developing a new strategy.
2) Improve levels of educational attainment and encourage lifelong learning	- L-T, IR, I, L, C				
3) Improve physical and mental health for all and reduce health inequalities	+/- L-T, IR, I, L, C				
4) Ensure that housing provision meets all needs	- S-L T, R, D, M, C				
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	+/- S-L T, R, I, M, C	By promoting the majority of housing close to these centres, access to jobs should be generally improved, thereby helping to reduce employment exclusion and deprivation in the borough's most deprived wards. This could encourage investment in these areas although the lack of strategic direction is unlikely to deliver urban renaissance and may in fact work against these principles. The Enterprise Zone at Warton will go ahead under this option as with the other options.	The option provides little direction over the location of employment land other than it would be naturally pointed towards urban areas. However, employment land may be lost to housing on appeal thereby reducing the overall stock.	The development of rural infrastructure is limited and hence rural employment diversification may not benefit. Employment land at the edge of Blackpool may be lost to housing proposals on appeal.	The option could only be improved by encouraging considerably more certainty about the type of development and its location, which is not possible without developing a new strategy.
8) Promote economic inclusion	+ S-L T, R, I, L, C				
9) Deliver urban renaissance	- M-L T, R, I, M, C				
10) Protect and enhance biodiversity and geodiversity	- S-L T, IR, D/I, L, C	In principle this option directs development towards brownfield sites in the existing urban area thereby seeking to minimise adverse environmental effects in the open countryside although there is considerable uncertainty regarding whether or not this will happen, not least because such areas are currently very constrained. Developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more than dispersed options although it	Whilst development is primarily directed towards sites within settlement boundaries, this is not always feasible and it is likely that greenfield sites in potentially unsustainable locations may occur on appeal. This may give rise to adverse effects on landscape, biodiversity, heritage, water quality and the sustainable use of materials compared with a more structured option. There is some uncertainty regarding this, however.	No issues identified.	The option could only be improved by encouraging considerably more certainty about the type of development and its location, which is not possible without developing a new strategy.
11) Protect and enhance landscape and townscape character and quality, and protect tranquillity	+/- L-T, IR, I, L, C				
12) Protect and enhance the cultural heritage resource	?				
13) Protect and enhance the quality of water features and resources, and reduce the risk of flooding	- S-L T, IR, D/I, L, C				
14) Limit and adapt to the impacts of climate change	+/- L-T, IR, I, L, C				
15) Protect and improve air quality	?				

	<b>Business as Usual Option</b>				
	Key aspects of the option: <i>Aim to focus 100% of development within settlement boundaries with only exceptional development elsewhere. Some employment land at Whitehills. This is however, not possible due to existing constraints, leading to a degree of development in other areas on appeal.</i>				
<b>SA Objectives</b>	<b>Impact</b>	<b>What does this option do that is beneficial to the SA Objectives?</b> Who/Where will benefit?	<b>What does this option do that could detract from achieving the Objectives?</b> Who/Where will be affected?	<b>Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address?</b> Who/Where is missed out?	<b>Could any of the adverse effects be mitigated easily?</b> <b>Could it be enhanced?</b>
16) Ensure the sustainable use of natural resources	+/- S-L T, IR, D, L, C	would do little to help access to rural services. It is uncertain whether or not this option is likely to have a significant issue on air quality, depending upon where development is located.			

Appendix D

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## Policy Appraisal Matrices (Preferred Option 2013)

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The tables below provide an explanation of the notation used in the assessment matrices.

Major Positive Impact	The policy strongly supports the achievement of the SA Objective.	++
Positive Impact	This policy contributes partially to the achievement of the SA Objective but not completely.	+
Neutral/ No Impact	There is no clear relationship between the option and/or the achievement of the SA Objective or the relationship is negligible.	0
Positive and negative outcomes	The option 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 option is partially detrimental to the achievement of the SA Objective.	-
Major Negative Impact	The option strongly detracts from the achievement of the SA Objective.	--

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

## Chapter 6: Policy SD1: The Spatial Development Framework

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>0/-</p>	<p>S-L T, I, R, L</p>	<p>Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.</p> <p>Employment sites at Blackpool periphery and Kirkham/ Wesham</p>	<p>Crime rates are relatively low across the Borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan although it should be noted that the employment sites are likely to attract more minor crime than residential sites.</p> <p>Arguably, this option may encourage more elderly residents in Lytham and St Annes which has potential to increase fear of crime rates although this is less likely than alternative development options due to the lower level of growth proposed.</p> <p><i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i></p> <p><i>See provisions of Policy ENV6.</i></p>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>-</p> <p>0/+</p>	<p>S-T, I, R, M</p> <p>L-T, I, R, M</p>	<p>Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.</p>	<p>Primary schools exist in all the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. Capacity is low however, and it is likely that there would be a shortfall of places in the short-term. It may take time for new schools and services to be provided, eg at the edge of Blackpool. However, in the longer-term and with the development of some of the larger sites, it is anticipated that new school capacity can be generated.</p> <p>The option includes a spread of development which may help spread the available spaces more evenly whilst reducing the need to travel.</p> <p><i>New school capacity will be required early in the plan period. Strategic masterplans for the larger sites are encouraged to include school provision and appropriate phasing of development.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	+	M-L T, I, R, M	Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>The majority of development is proposed within reach of the main town centres, public transport links, jobs and amenities. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. This is actively encouraged in the plan.</p> <p>Whilst public transport is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Indeed if the development at Whyndyke Farm and neighbouring sites were developed as a comprehensive masterplan, opportunities could be sought to further encourage walking, cycling and access to greenspace.</p> <p>It should, however, be noted that bathing water quality may reduce at St Annes if the sewerage system reaches capacity. <i>Increased sewerage capacity would be needed in St. Annes to accommodate more development.</i></p> <p><i>As much of the plan involves developing greenfield sites, it is strongly encouraged that greenspace is included in developments to maintain access to it.</i></p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	++	S-L T, D, R, H	Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>Overall, the option provides up to 6826 new, good quality, well designed dwellings including affordable units will make a significant contribution to meeting housing needs starting immediately and being phased through the plan period. The option provides sufficient supply of flexible housing land to meet needs in the main urban areas.</p> <p>These are concentrated in some of the areas most at need within the main settlements although 31% of the total is also earmarked for small and windfall sites which could well include rural areas (including Clifton, Elswick, Newton, Singleton, Staining, Weeton, Wrea Green, Little Ecclestone, Treales and Wharles) to help meet rural needs.</p>
<p><b>5. Protect and enhance community spirit and cohesion</b></p>	0	NA	NA	<p>New development has potential to cause tension with existing communities where large developments are located adjacent to established communities. For example, a large increase in population in Lytham and St Annes and Wesham/ Kirkham may have potential to water down community spirit and levels of cohesion. However, there is considerable uncertainty regarding this and it has great potential to be mitigated through good design.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>				<p>Equally, new development can provide regeneration of degraded sites and provide a new impetus to an area through the injection of a new community.</p> <p><i>The developments should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i></p>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p>	++	S-L T, D, R, H	Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>Provision of goods, services and public transport is strongest in Lytham and St Annes and Kirkham together with the other identified locations enabling sustainable access to be maximised. Services in Warton would be benefited in particular. Transport links are strong in Kirkham. Further development in Kirkham and the strengthening of roles of Warton and Wesham may increase access to services in the east of the Borough.</p> <p>Services can also be accessed in Blackpool (although public transport improvements that are being pursued by Blackpool Council would be required). The option seeks to address pockets of deprivation in the largest settlements through access to services.</p> <p>Some development is also proposed through small or windfall sites which will benefit rural areas by providing a greater market for rural service viability.</p> <p><i>Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve access to good quality rights of way network				
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	+	S-L T, D, R, H	Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>The option promotes the enhancement of town centres and directs a large proportion of retail development to Lytham St.Annes and Kirkham, thereby helping to encourage economic growth and vibrancy in these areas. The spread of housing development across the Borough would help this and may combine to encourage greater regeneration in areas such as Kirkham. Kirkham/ Wesham also provides good train linkages to Blackpool and Preston and Manchester.</p> <p>The plan also promotes significant development at Warton which would have an increased role as a local centre and where the Enterprise Zone can easily be accessed.</p> <p>Some rural enhancement is also proposed through housing development although the development of employment sites in these areas would be limited. Opportunities exist for investment in improved infrastructure in Kirkham, Wesham and Warton as well as Lytham and St Annes and land at the edge of Blackpool.</p> <p>Whilst the land at the periphery of Blackpool has sustainability benefits for employment provision, it is unclear whether, given its geographical separation from Fylde's towns, more of the economic and investment benefits of this would be felt in Blackpool rather than Fylde.</p> <p>The development of rural infrastructure is limited and hence rural employment diversification may not benefit.</p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p>	+	S-L T, D, R, H	Lytham St.Annes, Blackpool Periphery, Warton and	<p>By promoting the majority of housing close to the key centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the Borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance.</p> <p>The employment land at the edge of Blackpool may also have more benefit in reducing economic exclusion for Blackpool's more deprived communities than for Fylde.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve accessibility to employment opportunities for those most at need			Kirkham/ Wesham.	Again, this is primarily focussed on urban areas and less so for rural settlements.
<p><b>9. Deliver urban renaissance</b></p> <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>Protect and enhance townscape character and quality</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>	+/-	S-L T, D, R, H	Lytham St.Annes, Blackpool, Warton and Kirkham/ Wesham.	<p>By promoting the majority of housing close to the key centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the Borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. However, whilst developments are generally focussed towards the key towns, they are often on greenfield sites at their edges.</p> <p>The loss of greenfield sites may result in losses of landscape and visual amenity and biodiversity. Strong public transport connections to the town centre transport hubs would be required to ensure the renaissance benefits are felt in town centres as well.</p> <p>Overall, new development will provide a new population to exploit Fylde's commercial offerings and significant opportunities exist for creating high quality, sustainable and attractive new developments.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. An element of self-sufficiency is proposed at larger sites such as Whyndyke Farm 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. These would be best addressed by producing comprehensive masterplans for the larger site.</i></p> <p><i>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 sites, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	-	S-L T, I/D, R, M	Around Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham St. Annes. 31% of housing would also occur on small or windfall sites which may include rural land. As such, the use of a number of greenfield agricultural sites is unavoidable and cumulatively is likely to result in the loss of biodiversity, notably through the loss of farmland bird habitat or other features such as trees, ponds or hedgerows.</p> <p>Some BHSs may also be affected by development occurring nearby. The Borough's most sensitive habitats lie off the coast from Lytham and St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations although not to the extent of some of the rejected options.</p> <p><i>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- 6.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>	+/-	S-L T, D, R, M	Around Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>The use of a number of greenfield agricultural sites is unavoidable with many of these being located at the edges of existing settlements. Whilst this is preferable to new rural locations (as proposed more in other rejected options) being chosen they are likely to change the character of some sub-urban fringes. Similarly, up to 31% of development may still occur on small or windfall sites which may potentially be in rural areas.</p> <p>Development in these areas has potential to infringe on some areas of open countryside around Kirkham, Wesham and Warton. The settings of Wesham and Kirkham (including the Conservation Areas) in particular may be adversely affected and there is a risk of overdeveloping the suburbs of Kirkham, Wesham, Freckleton and Warton through infill. The gaps between Kirkham and other settlements may also reduce.</p> <p>Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity although not to the extent of some of the rejected options.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>In contrast the development of some degraded, derelict and/or previously developed sites with well planned, high quality structures can result in landscape/townscape and visual benefits.</p> <p><i>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. Features such as trees, woods, hedgerows and water bodies should be maintained where possible and would benefit from being incorporated into a comprehensive masterplan for the site. See provisions of Policies ENV6 and GD4.</i></p>
<p><b>12. Protect and enhance the cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	?	L	<p>Around Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.</p>	<p>At this scale it is difficult to say whether cultural heritage assets will be damaged by the plan. Some areas contain a number of listed buildings and conservation areas exist in some of the key settlement. Whilst the settings of these may be affected, proposed development is largely located in areas removed from these designated and will need to be subject to site-based assessments.</p> <p>A number of archaeological finds have been discovered throughout the Borough dating from prehistoric through to more modern times. Some sites have higher potential to coincide with these than others although again it would not be possible to say with any certainty until site-based studies have been undertaken.</p> <p><i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i></p>
<p><b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and enhance coastal water quality</p>	+/-	S-L T, R, I, M	<p>Around Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.</p>	<p>Some sites are proposed in or near EA Flood Zones, notably near Lytham and St Annes although these would be fewer than other rejected options. All greenfield land development has potential to adversely affect surface and ground water quality as well as increasing the demand for water through increased population. This may result in the loss of ponds or pollution to surface watercourses. Drainage issues also exist in the vicinity of the M55 junction 4. However, it should be possible to mitigate many of these impacts through careful design and considerate construction practices including e.g. SuDS features.</p> <p><i>See provisions of Policy CL1 and Policy ENV6.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)</p>				
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO2 emissions from the transport sector</p>	-	L-T, R/IR, I, M		<p>New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. However,` developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more (Kirkham has good rail links) than the rejected dispersed options.</p> <p>The development of some of the larger sites such as the land at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.</p> <p>There is potential for increased traffic congestion around Kirkham, Wesham, Warton and at the edge of Blackpool. Cumulatively, this may have indirect effects upon air quality and carbon emissions although air quality is generally not a significant issue in the Borough.</p> <p>If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated. Measures to promote cycling, walking and public transport access are encouraged in the plan.</p>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	0/-	L-T, R/IR, I, M	<p>Around Lytham St.Annes, Blackpool Periphery, Warton, and Kirkham/ Wesham.</p>	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	+/-	S-L T, IR, D, M	Around Lytham St.Annes, Blackpool Periphery, Warton, Kirkham/ Wesham and windfall sites.	<p>Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham St. Annes. The plan would result in the cumulative loss of a number of areas of Grade 2&amp;3 agricultural land.</p> <p>The development of over 6000 houses and 49ha of employment land would also use a considerable amount of raw materials and create building waste and a source of waste on an on-going basis. Again this is unavoidable.</p> <p>However, there are potential benefits of developing some larger sites in that they may be produced with comprehensive masterplan which could include high standards of sustainable construction and design in order to minimise the use of raw materials.</p> <p>There are also sites which are located on Minerals or Peat Safeguarding Areas, the latter of which may act as a carbon sink.</p> <p><i>Masterplans should be promoted for larger sites which include a coordinated approach to sustainable construction in order to minimise waste production, energy and resources use. Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits. See provisions of Policy CL4.</i></p>

## SL1 Lytham and St Annes Strategic Location for Development

Site Name	Dwellings completed during plan period	Projected commencement date
Former EDS Site, Heyhouses Lane (housing)	335	2014
Land at Queensway (housing)	860	2015
Land west of North Houses Lane (housing)	340	2021
Land North of Moss Hall lane (housing)	140	2026
TOTAL	1,675	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	Heyhouses	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough although there are pockets of greater levels of crime deprivation in Lytham St. Annes. This site is partially vacant and its regeneration could prevent inappropriate use of the site. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	Providing sensitive design measures are implemented it is not considered that there would be significant cumulative effects.
	Queensway	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St Annes. Whilst 860 dwellings have the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
	North Houses	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St Annes. Whilst 340 dwellings have the potential to provide opportunities for	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
					crime, this is not considered to be a significant issue and could be mitigated through careful design. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
	Moss Hall	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St Annes. It is considered unlikely that the development of 140 dwellings Whilst 140 dwellings have the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
<b>2. Improve levels of educational attainment and encourage lifelong learning</b> Maintain and increase levels of participation and attainment in education for all members of society. Improve the provision of education and training facilities Improve access to and involvement in	Heyhouses	-	S-T, M-T, L-T I, R, M	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. The development of this site is projected to commence in 2014 and this will put pressure on existing school capacity. Secondary schools are also nearing capacity although this pressure may be alleviated by provision of a new school at Warton. <i>New school capacity should be provided in the long-term.</i>	Cumulatively the development of 1,675 houses would put pressure on school places in the long-term and new provision should be provided. However, it is recognised that the planned development of these sites is phased.
	Queensway	+/-	S-T, M-T, L-T I, R, M	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. However, this development includes a primary school that will accommodate the new pupils generated by the development. Secondary schools are also nearing capacity although this pressure may be alleviated by provision of a new school at Warton. <i>New school capacity should be provided in the long-term.</i>	
	North Houses	-	M-T, L-T I, R, M	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years and secondary schools are nearing capacity. The development of this site comprising 340 houses has the potential to put pressure on existing capacity although it is not planned to commence until 2021. However, the site to the west of Warton that would	

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lifelong learning opportunities.					also include secondary school provision has a similar delivery timescale. Educational capacity would need to be assessed as part of any development proposals. <i>New school capacity should be provided in the short and long-term to ensure new development is sustainable..</i>	
	Moss Hall	-	M-T, L-T I, R, M	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years and secondary schools are nearing capacity. The development of this site comprising 140 houses has the potential to put pressure on existing capacity although it is not planned to commence until 2026. Educational capacity would need to be assessed as part of any development proposals. <i>New school capacity should be provided in the short and long-term to ensure new development is sustainable..</i>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>3.Improve physical and mental health for all and reduce health inequalities</b>  Reduce health inequalities amongst different groups in the community  To improve access to health and social care services  Encourage the development of strong and cohesive communities	Heyhouses	+	L-T, I, R, L	Within new development	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham St. Annes than other parts of the Borough (these are only isolated pockets). This site would benefit from the close proximity of the open space and recreational opportunities provided by the seafront. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).  <i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities.</i>	All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling. Whilst there would be loss of greenfield land there is scope to incorporate areas of open space into the new sites through effective masterplanning.
	Queensway	+	L-T, I, R, L	Within new development	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham St. Annes than other parts of the Borough (these are only isolated pockets). Provision of public open space is also proposed as part of the development of this site which is considered important in view of the loss of potential greenbelt/open space areas. This site and others in this part of the Borough also have the availability of open space and recreational resources at the coast. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).  <i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities.</i>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	North Houses	+	L-T, I, R, L	Within new development	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham St. Annes than other parts of the Borough (these are only isolated pockets). This site would also benefit from the public open space proposed as part of the Queensway site and, like other sites also has the availability of open space and recreational resources at the coast. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).  <i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities.</i>	
	Moss Hall	+	L-T, I, R, L	Within new development	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham St. Annes than other parts of the Borough (these are only isolated pockets). This site would also benefit from the public open space proposed as part of the Queensway site and, like other sites also has the availability of open space and recreational resources at the coast. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).  <i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities.</i>	
<b>4. Ensure that housing provision meets all needs</b>	Heyhouses	+	S-T, I, R, H	Within Lytham and St Annes area	The creation of 335 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2014.	

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Ensure that there is sufficient housing to meet identified needs in all areas	Queensway	++	S-T, I, R, H	Within Lytham and St Annes area	The creation of 860 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2015.	
Ensure that housing meets acceptable standards	North Houses	+	M-T,L-T, I, R, H	Within Lytham and St Annes area	The creation of 340 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2021.	
Increase the availability of affordable housing	Moss Hall	+	M-T,L-T, I, R, H	Within Lytham and St Annes area	The creation of 140 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2026.	
<b>5. Protect and enhance community spirit and cohesion</b>  Develop opportunities for community involvement  Improve relations between all social groups	Heyhouses	?		Site and adjacent areas	New development has potential to cause tension with existing communities although the development of this largely vacant site is likely to be welcomed by the local community.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	Whilst new residential developments can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall
	Queensway	?		Site and adjacent areas	This is a particularly large site and it will need to be well integrated with the adjacent built up area. New development has potential to cause tension with existing communities. However, this can be mitigated through good design.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	North Houses	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	benefits in the long-term.
	Moss Hall	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. This is considered less of an issue compared to other sites in the Borough as it is a relatively small site. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs  Ensure that highways infrastructure meets people's needs (including walking and cycling routes) Promote the use of sustainable travel	Heyhouses	+	S, M, L-T, D, R, M	Site and adjoining areas of St. Annes	This site is well located for the range of services and facilities that are provided in Lytham St. Annes. New residents would have good access to the facilities, shops and employment opportunities. The site is also has access to railway stations (although the services are infrequent and unreliable), bus services, has good access to areas of open space including recreation grounds and the coastal facilities. <i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i>	All of these sites are accessible to the range of facilities in Lytham St. Annes, they are also better connected by public transport than other sites proposed and have access to a range of recreational facilities. In the long-term the development of
	Queensway	+	S, M, L-T, D, R, M	Site and adjoining areas of St. Annes	This site is well located for the range of services and facilities that are provided in Lytham St. Annes. New residents would have good access to the facilities, shops and employment opportunities. The site is also has access to railway stations (although the services are infrequent and unreliable), bus services, has good access to areas of open space including recreation grounds and the coastal facilities. A primary school would also be provided ensuring new residents have good access to educational facilities. The provision of an east-west bypass as part of the	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>					<p>development would also improve accessibility and reduce congestion. Public open space would also be provided as part of this development.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure sufficient secondary school provision is provided in the long-term.</i></p>	<p>these sites should support the long-term development of Lytham St. Annes.</p>
	North Houses	+	M, L-T, D, R, M	Site and adjoining areas of St. Annes	<p>This site is well located for the range of services and facilities that are provided in Lytham St. Annes. New residents would have good access to the facilities, shops and employment opportunities. The site is also has access to railway stations (although the services are infrequent and unreliable), bus services, has good access to areas of open space including recreation grounds and the coastal facilities. The provision of an east-west bypass as part of the development of the Queensway site would also improve accessibility and reduce congestion.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	
	Moss Hall	+	M, L-T, D, R, M	Site and adjoining areas of St. Annes	<p>This site is well located for the range of services and facilities that are provided in Lytham St. Annes. New residents would have good access to the facilities, shops and employment opportunities. The site is also has access to railway stations (although the services are infrequent and unreliable), bus services, has good access to areas of open space including recreation grounds and the coastal facilities. Accessibility would also be improved through the provision of new transport links as part of other developments. The site would not be brought forward until later in the plan period and it is assumed that this site would therefore benefit in the long-term from the improvement to local facilities that are provided as part of other developments in this part of the Borough.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	Heyhouses	0	NA	NA	Whilst new houses have potential to provide employees for jobs in the Borough, particularly in the Key Service Centres of Lytham St. Annes, the allocations themselves would not provide notable employment beyond the construction phase.	There is a risk of adverse impacts on agricultural land resources associated with the development of the Queensway, North Houses and Moss Hall sites.
	Queensway	0	NA	NA		
	North Houses	0	NA	NA		
	Moss Hall	0	NA	NA		
<b>8. Promote economic inclusion</b>	Heyhouses	0	NA	NA	It is considered unlikely that these developments would contribute to the achievement of this objective. However, the new housing sites will be in close proximity to the employment opportunities in the Key Service Centres of Lytham St. Annes although it is not known if those most at need would benefit from the employment opportunities.	No cumulative effects are predicted.
	Queensway	0	NA	NA		
	North Houses	0	NA	NA		

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	Moss Hall	0	NA	NA		
<b>9. Deliver urban renaissance</b>  Improve the vitality and vibrancy of town centres  Improve access within urban areas by sustainable means  Promote adjacency of employment, recreation and residential areas in urban areas  Support the preservation and / or development of a high quality built environment	Heyhouses	+	S, M, L-T, I, R, M	Within Lytham and St. Annes area	The site is within St Annes and would benefit from proximity to existing employment opportunities and facilities. The development of this site would also result in the regeneration of a brownfield site. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes.  <i>New development should have regard to the provision in Policy ENV6.</i>	Three of the sites are greenfield and so there would be a cumulative loss of this resource. It will be important for the new developments to incorporate green space and to be sensitively designed (a large area of open space will be provided as part of the Queensway development). However, all of the sites are situated either within or on the
	Queensway	+/-	S, M, L-T, I, R, M	Within Lytham and St. Annes area	The site is on the fringes of St Annes and would benefit from proximity to existing employment opportunities and facilities. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes. This site would also include a significant area of public open space which would provide a valuable recreational resource for the new community. It will be important to ensure that appropriate community facilities are provided as part of the development of this large site.  Negative effects are recorded owing to the size of the site and the potential for impacts on the local landscape.  <i>New development should have regard to the provision in Policy ENV6.</i>	
	North Houses	+/-	M, L-T, I, R, M	Within Lytham and	The site is on the fringes of St Annes and would benefit from proximity to existing employment opportunities and facilities. In the long-term the	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and enhance townscape character and quality  Promote the development of multi-functional green infrastructure in urban areas  Enhance the reputation of urban areas as places to live, work and visit				St. Annes area	development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes. However, this site would result in the loss of a greenfield site and impact upon the local landscape.  <i>New development should have regard to the provision in Policy ENV6.</i>	fringes of St. Annes and so have very good access to the facilities and employment opportunities in Lytham St. Annes.
	Moss Hall	+/-	M, L-T, I, R, M	Within Lytham and St. Annes area	The site is on the fringes of St Annes and would benefit from proximity to existing employment opportunities and facilities. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes. However, this site would result in the loss of a greenfield site and impact upon the local landscape.  <i>New development should have regard to the provision in Policy ENV6.</i>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	Heyhouses	?			<p>This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site.</p> <p><i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i></p>	<p>The development of the three greenfield sites would have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6.</p>
	Queensway	-	S, M, L-T, I, R, M	Within and adjacent to the site	<p>The site would result in the loss of a large area of greenfield land, there is a main river running through the site and three Biological Heritage Sites adjoin the southern site boundary. There is a high potential for ecological impacts associated with the site's development that need thorough assessment in advance of development occurring.</p> <p><i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i></p>	
	North Houses	-	M, L-T, I, R, M	Within and adjacent to the site	<p>The site would result in the loss of greenfield land and there is a Biological Heritage Site within it. Impacts on the Biological Heritage Site must be minimised and the design of the site informed by ecological surveys.</p> <p><i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i></p>	
	Moss Hall	-	M, L-T, I, R, M	Within and adjacent to the site	<p>The site would result in the loss of greenfield land and there is the potential for ecological receptors to be adversely affected.</p> <p><i>Site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i></p>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	Heyhouses	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape. <i>See provisions of Policies ENV6 and GD4.</i>	Cumulatively the development of all of these sites would result in the loss of a significant amount of open space on the edge of Lytham St. Annes. High quality design will be required to ensure that these new developments are well integrated into the existing landscape and townscape.
	Queensway	-	S, M, L-T, D, IR, M	On site and adjacent areas.	This is a large low-lying site and, there would be a loss of agricultural land and open space which would impact on the existing landscape. There is also a risk of loss of woodland as part of the site development, some of which is protected by a Tree Preservation Order. The site also lies partially within the greenbelt. <i>Seek to retain woodland within the development. See provisions of Policies ENV6 and GD4.</i>	
	North Houses	-	M, L-T, D, IR, M	On site and adjacent areas.	This is a large low-lying site and, there would be a loss of agricultural land and open space which would impact on the existing landscape. There is also a risk of loss of woodland as part of the site development, some of which is protected by a Tree Preservation Order. <i>Seek to retain woodland within the development. See provisions of Policies ENV6 and GD4.</i>	
	Moss Hall	-	M, L-T, D, IR, M	On site and adjacent areas.	The development of this site would result in the loss of agricultural land and allotments and it lies on the edge of the built up area of St. Annes. There is also woodland protected by a TPO within the site. <i>Seek to retain woodland within the development. See provisions of Policies ENV6 and GD4.</i>	
<b>12. Protect and enhance the cultural heritage resource</b>	Heyhouses	0	L	NA	At this stage, there are no known heritage features on the sites. However, there is the potential for unknown archaeological features to be present at the sites particularly in view of their greenfield nature (three of the sites).  There is also the potential for the development of the Queensway, North Houses and Moss Hall sites to be impact upon the setting of the Lytham	Cumulative effects on heritage are uncertain at present although further research
	Queensway	?				
	North Houses	?				

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and enhance historic buildings and archaeological sites Protect and enhance historic landscape/townscape value	Moss Hall	?			Hall Registered Park and Garden. This would require assessment and appropriate site landscaping as part of the development process. <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6</i>	may reveal archaeology in one or more of the sites.
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b> Encourage sustainable use of water resources Protect and enhance ground and surface water quality Protect and enhance coastal water quality	Heyhouses	0	NA	NA	The sites do not lie within a flood risk area. New development will place increasing pressure on wastewater infrastructure although significant upgrades are not required to existing infrastructure to enable the development of this site. <i>See provisions of Policy CL1. See provisions of Policy ENV6.</i>	Some development is proposed in flood zones which would need to be avoided or appropriately mitigated through the design process. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood
	Queensway	-	S, M, L-T, D, R, M	On site and adjacent areas.	Approximately one third of this site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance. There are also main rivers crossing the site. New development will place increasing pressure on wastewater infrastructure and it is recognised that upgrades are required. <i>See provisions of Policy CL1 and Policy ENV6. 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.</i> <i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i>	

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce and manage flooding  Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	North Houses	-	M, L-T, D, R, M	On site and adjacent areas.	<p>A small part of the site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that upgrades are required.</p> <p><i>See provisions of Policy CL1 and Policy ENV6. 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.</i></p> <p><i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	<p>storage and SuDS. Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no loss in these features.</p> <p>There would also be increased pressure on wastewater infrastructure as a result of the development of these sites and others in the Borough.</p>
	Moss Hall	-	M, L-T, D, R, M	On site and adjacent areas.	<p>Small parts of the site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that upgrades are required.</p> <p><i>See provisions of Policy CL1 and Policy ENV6. 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.</i></p> <p><i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	

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<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO2 emissions from the transport sector	Heyhouses	+/-	S, M, L-T, I, R, M	Site, Lytham, St. Annes and surrounding road network.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. However, these sites are well positioned in relation to the availability of the services and facilities in Lytham St. Annes and so there are opportunities for sustainable patterns of living to be pursued. <i>Energy efficiency measures should also be incorporated into the new developments.</i> <i>Refer also to provisions of Policies ENV6</i>	Cumulatively, carbon emissions will increase, although in the long-term there may be scope for more sustainable patterns of living to develop as a result of the location of these sites.
	Queensway	+/-	S, M, L-T, I, R, M	Site, Lytham, St. Annes and surrounding road network.		
	North Houses	+/-	M, L-T, I, R, M	Site, Lytham, St. Annes and surrounding road network.		
	Moss Hall	+/-	M, L-T, I, R, M	Site, Lytham, St. Annes and surrounding road network.		
<b>15. Protect and improve air quality</b>	Heyhouses	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, all of these sites are	All development needs to be well
	Queensway	0	NA	NA		

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location																
Protect and improve local air quality	North Houses	0	NA	NA	<p>accessible to public transport facilities and the range of facilities provided in the Key Service Centres of Lytham St. Anne and so there are potentially greater opportunities for sustainable patterns of living than other sites proposed in the Borough. There are existing congestion issues in this part of the Borough but the provision of a new link road should help to address some congestion issues.</p> <p><i>As part of all developments, 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.</i></p>	connected by public transport including bus links to minimise the use of private car.																
	Moss Hall	0	NA	NA			<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of	Heyhouses	+	S, M, L-T, I, IR, M	Within site.	<p>The Heyhouses site would be the re-use of a brownfield site and so positively contributes to the achievement of the objective. All the other sites are greenfield and so would result in the loss of soil resources. The Queensway site is also located within a Minerals Safeguarding Area (note that part of the site already has planning permission) but in the event of other parts of the site being developed, there would be a need for appropriate surveys. Similarly, half of the Moss Hall Lane site lies within a Minerals Safeguarding Area.</p> <p><i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i></p>	Three of the sites use greenfield agricultural land which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the minerals resource.	Queensway	-	S, M, L-T, I, IR, M	Within site.	North Houses	-	M, L-T, I, IR, M	Within site.	Moss Hall
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of	Heyhouses	+	S, M, L-T, I, IR, M	Within site.	<p>The Heyhouses site would be the re-use of a brownfield site and so positively contributes to the achievement of the objective. All the other sites are greenfield and so would result in the loss of soil resources. The Queensway site is also located within a Minerals Safeguarding Area (note that part of the site already has planning permission) but in the event of other parts of the site being developed, there would be a need for appropriate surveys. Similarly, half of the Moss Hall Lane site lies within a Minerals Safeguarding Area.</p> <p><i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i></p>	Three of the sites use greenfield agricultural land which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the minerals resource.																
	Queensway	-	S, M, L-T, I, IR, M	Within site.																		
	North Houses	-	M, L-T, I, IR, M	Within site.																		
	Moss Hall	-	M, L-T, I, IR, M	Within site.																		

Objective	Performance of Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled						

## SL2: Blackpool Periphery Strategic Location for Development

Site Name	Dwellings completed during plan period	Projected commencement date	Employment land developed over plan period
Former Pontins Holiday Centre (housing)	275	2014	
Whyndyke Farm (mixed use)	560	2020	20ha
Land East of Cropper Road (mixed use)	250	202	11ha
Land at Blackpool International Airport (employment)			5ha
<b>TOTAL</b>	<b>1,085</b>		<b>36ha</b>

Rejected Sites	Dwellings completed during plan period	Projected commencement date	Employment land developed over plan period
Land at Peel (housing)	739	?	
Land adjacent to Poulton-le-Fylde Industrial Estate (employment)		?	5ha

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	Pontins	+	S, I, R, L	Local to site	Crime levels are not considered to be a significant issue in this area (although levels are higher than some other areas of Fylde). The site is currently derelict and part demolished. Whilst we are not aware of criminal activity on the site, sites in this state can be attractive to crime or anti-social behaviour. Its comprehensive re-development may therefore bring benefits in the short-term. <i>See provisions of Policy ENV6.</i>	Cumulatively, the employment uses have a higher potential to create opportunities for crime, although this is considered to be of low significance and should be able to be mitigated through design.
	Whyndyke Fm	-	L-T, I, R, L	Local to site	The proposed employment land as part of a mixed-use proposals has a higher potential to attract minor crime in the long-term than the residential components.	
	Cropper Rd	-	L-T, I, R, L	Local to site	<i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i>	
	Blackpool Airport	-	M, L-T, I, R, L	Local to site		
	Peel	0	NA	NA	Whilst these new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy ENV6.</i>	
	Poulton	-	L-T, I, R, L	Local to site	The proposed employment land has a higher potential to attract minor crime in the long-term than the residential components. <i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i>	
<b>2. Improve levels of educational attainment and</b>	Pontins	- 0	S-T, I, R, M L-T, I, R, M	Catchment area	In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term. <i>New school capacity should be provided as early as possible.</i>	Cumulatively the development of 1085 houses would put pressure on

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<p><b>encourage lifelong learning</b></p> <p>Maintain and 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>	Whyndyke Fm	-	L-T, I, R, M	Catchment area	<p>These sites are not expected to come forward until nearer the end of the plan period. Developer contributions will be needed to help meet a potential deficit in primary school places.</p> <p><i>New school capacity should be provided in time for the development.</i></p>	<p>primary school places and new provision should be provided in a timely manner.</p>
	Cropper Rd	-	L-T, I, R, M	Catchment area		
	Blackpool Airport	0	NA	NA	The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided.	
	Peel	-	L-T, I, R, M	Catchment area	<p>Developer contributions will be needed to help meet a potential deficit in primary school places.</p> <p><i>New school capacity should be provided in time for the development.</i></p>	
	Poulton	0	NA	NA	The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided.	
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst</p>	Pontins	+/-	L-T, I, R, L	<p>Within new development.</p>	<p>Levels of health deprivation are not considered to be a significant issue in the area (although levels are higher than some other areas of Fylde). Proposals to encourage improved pedestrian and cycle routes to Squires Gate Station and St.Annes Town Centre, together with the ready access to the coast and adjoining nature reserves could encourage the uptake of healthier lifestyles in the long-term.</p> <p>However, in contrast it is not clear what the impacts on the health and wellbeing of the new residents would be through being located at the end of the airport runway.</p>	<p>The developments are proposed in areas that could promote the use of public transport and/or walking/cycling so long as infrastructure</p>

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	Whyndyke Fm	+/-	L-T, I, R, L	Within new development and adjoining area.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term, albeit in a small way given the sites' locations away from the town centre. Adjacency of employment and housing at the site may also encourage this. However, the sites would remove areas of greenspace overlooked by existing housing.</p> <p><i>There are considerable opportunities for inclusion of walking/cycling routes and public open space if the Whyndyke Farm site were developed as a comprehensive masterplan.</i></p> <p><i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i> The latter should be very feasible given the way the Cropper Road site is located between existing residential areas although less so for the Whyndyke site which is separated by the M55 and A583.</p>	<p>proposals of this kind are implemented. Similarly, there are opportunities to compensate for the loss of greenfield land by including accessible green spaces within the developments, notably, the larger scale Whyndyke Farm site.</p>
	Cropper Rd	+	L-T, I, R, L	Within new development.		
	Blackpool Airport	0	NA	Within new development.	<p>Employment sites are unlikely to have a significant impact on healthy lifestyles. However, pedestrian access to Squires Gate Station and proposals to improve cycling and pedestrian facilities in the area, together with the ready access to the coast and nearby nature reserves could encourage the uptake of healthier lifestyles for employees in the long-term.</p>	
	Peel	+/-	L-T, I, R, L	Within new development and adjoining area.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term, albeit in a small way given the site's locations away from the town centre. The site would remove an areas of greenspace overlooked by existing housing.</p> <p>The site is separated from other areas by the M55 and A583 so it may be harder to develop a cohesive community.</p>	

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	Poulton	0	NA	Within new development.	Employment sites are unlikely to have a significant impact on healthy lifestyles. However, the site does have good access by public transport.	
<b>4. Ensure that housing provision meets all needs</b> Ensure that there is sufficient housing to meet identified needs in all areas Ensure that housing meets acceptable standards Increase the availability of affordable housing	Pontins	+	S-T, I, R, H	Within Blackpool / St.Annes area	The creation of 275 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs for both Blackpool and Fylde starting in 2014.	The creation of 1,085 new homes in line with housing needs would strongly contribute to meeting the overall provision in Fylde and also Blackpool. There is, however, a risk that too much affordable housing here may compromise development efforts in more central areas of need.
	Whyndyke Fm	++	L-T, I, R, H	Blackpool and Fylde housing markets.	The creation of up to 560 new, good quality, well designed dwellings including affordable units will make a significant contribution to meeting housing needs starting in the long-term from 2020.	
	Cropper Rd	+	L-T, I, R, H	Blackpool and Fylde housing markets.	The creation of 250 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs in the long-term from 2025.	
	Blackpool Airport	0	NA	NA	The development would not provide any housing.	
	Peel	+	S-T, I, R, H	Blackpool and Fylde housing markets.	The development of this site for housing instead of other similar sized sites would also help to meet the Borough's housing needs.	
	Poulton	0	NA	NA	The development would not provide any housing.	

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<b>5. Protect and enhance community spirit and cohesion</b>  Develop opportunities for community involvement  Improve relations between all social groups	Pontins	0	NA	NA	The development is not clearly adjoined to an existing residential area as some other proposals are. It seems unlikely that the development would have a significant impact on cohesion. However, the seafront location and removal of an existing eyesore may have a small benefit to existing and new residents.	Whilst new residential developments can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
	Whyndyke Fm	+/-	L-T, I, R, L	Within site and Blackpool periphery areas.	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. The size of the Whyndyke and Cropper Road developments are intended to provide a critical mass to also require community amenities to be provided.	
	Cropper Rd	+	L-T, I, R, L	Within site and Blackpool periphery areas.	<i>The developments should be designed to encourage cohesion within the development and with neighbouring, existing housing. The latter should be very feasible given the way the Cropper Road site is located between existing residential areas although less so for the Whyndyke site which is separated by the M55 and A583. See provisions of Policy ENV6.</i>	
	Blackpool Airport	0	NA	NA	The employment proposals are not expected to have a significant impact on community cohesion or spirit.	
	Peel	-	L-T, I, R, L	Within new development and adjoining area.	The site is separated from other areas by the M55 and A583 so it may be harder to develop a cohesive community.	
	Poulton	0	NA	NA	The employment proposals are not expected to have a significant impact on community cohesion or spirit.	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs Ensure that highways infrastructure meets people's needs (including walking and cycling routes) Promote the use of sustainable travel modes and reduce dependence on the private car Improve access to cultural and	Pontins	+	S, M, L-T, D, R, L	Site and adjoining areas.	The site is located near to Clifton Drive and Squires Gate Lane providing access to Blackpool and St.Annes. It is also close to Squires Gate Station. The draft plan identifies and intention to improve pedestrian, cycle and bus linkages.  <i>Improvements to pedestrian, cycle and bus linkages should be made a more explicit requirement.</i>	All the sites are located at the periphery of Blackpool. Whilst the Pontins and Airport sites are close to public transport modes, Whyndyke and Cropper Road would require additional infrastructure and improved sustainable transport linkages although it is considered that they would have the critical mass to do so. The mixed-use nature of these sites goes some way to achieving this.
	Whyndyke Fm	+	L-T, D, R, L	Site and adjoining areas.	Access to services in this area is currently limited but it is expected that these developments will provide the critical mass to support the provision of local amenities. The sites are close to Blackpool and measures are proposed to provide walking/cycling linkages. Access to the road network is also strong. The mixed-use nature of the proposals should provide a sustainable co-location of homes and jobs.  <i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. An element of self-sufficiency is proposed at Whyndyke Farm 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.</i>	
	Cropper Rd	+	L-T, D, R, L	Site and adjoining areas.		
	Blackpool Airport	+	L-T, D, R, M	Site and adjoining areas.	The employment site is located within walking distance to Squires Gate Station and within good bus access to Lytham and St.Annes. New cycling and pedestrian facilities would also be required.	

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recreational facilities Maintain and improve access to essential services and facilities, including in rural areas Improve access to open space Improve access to good quality rights of way network	Peel	?	NA	NA	Access to services in this area is currently limited and would need to rely upon any developed as part of the Whyndyke or Cropper Road proposals. There is some uncertainty about timing and delivery and how sustainable this would be.	
	Poulton	+	L-T, D, R, M	Site and adjoining areas.	The employment site is easily accessible via public transport.	
<b>7. Encourage sustainable economic growth and</b>	Pontins	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Fylde and Blackpool, and the new employment site at Blackpool Airport, the allocation would itself not provide notable employment beyond the construction phase.	Cumulatively, the 36ha of employment land proposed in locations, near to
	Whyndyke Fm	+	L-T, D, R, M			

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<b>business development</b> Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	Cropper Rd	+	L-T, D, R, M	Blackpool economy and to a lesser degree, Fylde's.	Whyndyke Farm would provide 20ha of employment land in the long term which would be near to residential areas and would make a significant contribution to growing and diversifying the economy of the sub-region. The 11ha at Cropper Road would contribute to the same.  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. Given the focus for Blackpool on inner area regeneration, <i>the employment sites should give consideration to balancing these needs for the benefit of both authorities.</i>	residential areas should help to increase and diversify the economy in this area.  However, given their location it is a concern that such benefits would be realised more by Blackpool than Fylde.
	Blackpool Airport	+	L-T, D, R, M	Within Blackpool/St. Annes area.	The 5ha of employment provision at Blackpool Road would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport.	Consideration should be given to the need to balance the needs of both authorities.
	Peel	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Fylde and Blackpool the allocation would itself not provide notable employment beyond the construction phase.	
	Poulton	+	L-T, D, R, M	Wyre economy and to a lesser degree, Fylde's.	The employment land should benefit the sub-region's economy and its location adjacent to the existing industrial park may provide cumulative benefits. However, the physical disconnect between this site and other Fylde settlements suggests that it would be of greater benefit to Wyre rather than Fylde's economy.	

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<b>8. Promote economic inclusion</b>  Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	Pontins	0	NA	NA	Whilst the new houses would be located within sustainable access to jobs in Blackpool and Lytham St. Annes, this site alone is not considered to have a significant impact on economic inclusion.	The majority of the employment land is located in easy reach of existing residential areas in Blackpool which exhibit significant employment deprivation and to proposed houses as part of mixed-use.  This has greater potential to enable access by less economically mobile people.
	Whyndyke Fm	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	Although neither site is located near a notably employment deprived area in Fylde, they do lie adjacent to Clifton ward in Blackpool which exhibits higher than average levels of unemployment and low incomes. Furthermore, the provision of homes and jobs in proximity through the mixed-use proposal is a positive measure.	
	Cropper Rd	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.		
	Blackpool Airport	+	L-T, D, R, M	Within South Blackpool area primarily.	The employment development would provide jobs in an area easily accessible to residential areas, particularly in Blackpool. Whilst levels of employment deprivation are not considered to be a significant issue in the area, levels are higher than some other areas of Fylde.	
	Peel	0	NA	NA	Whilst the new houses would be located within sustainable access to jobs in Blackpool, this site alone is not considered to have a significant impact on economic inclusion.	
	Poulton	0	NA	NA	Given the distance from many of Fylde's settlements it is not considered that this site would aid access to jobs for Fylde's residents. However, it may be of benefit to Wyre in this sense.	

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<b>9. Deliver urban renaissance</b>  Improve the vitality and vibrancy of town centres  Improve access within urban areas by sustainable means  Promote adjacency of employment, recreation and residential areas in urban areas  Support the preservation and / or development of a high quality built environment  Protect and enhance townscape	Pontins	+	S, M-T, I, R, M	Within local area	The site would regenerate an existing derelict site in an area that can be made accessible to Blackpool and Lytham St. Annes through improved infrastructure. It also lies close to Squires Gate Station. Together with the new employment site proposed at the airport, this would provide adjacency to employment.  <i>This is a significant opportunity to provide a high quality of design to complement the neighbouring nature conservation designations. See provisions of Policies ENV1- 6.</i>	None of the sites are located in a town centre although may be accessible from Blackpool or Lytham St. Annes if infrastructure improvements were provided. Whilst proximity between homes and jobs is proposed, the larger sites are greenfield and may result in minor effects on the environment. A clear focus on good design and masterplanning should be promoted.
	Whyndyke Fm	0	NA	NA	Given the sites' locations away from Fylde's settlements and on the periphery of the Blackpool sub-urban boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a large greenfield area being lost. However, it would provide opportunities for co-location of homes and jobs and may provide economic benefits to the sub-region as a whole.  <i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i>	
	Cropper Rd	0	NA	NA		
	Blackpool Airport	+	L-T, I, R, L	Within local area.	Although located at the edge of the urban area of Blackpool (so may not benefit town centre vitality), the site uses previously developed land and is close to transport connections.  <i>Employment uses should seek to complement town centre activities rather than compete. This is an opportunity to deliver high quality design complement the nearby nature conservation resources. See provisions of Policies ENV1- 6.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
character and quality Promote the development of multi-functional green infrastructure in urban areas Enhance the reputation of urban areas as places to live, work and visit	Peel	0	NA	NA	The site's fringe location would reduce its benefits in terms of delivering urban renaissance and it would result in the loss of greenfield land. It may provide opportunities for co-location of jobs and homes as a result of the existing local industrial land and the proposals and Whyndyke and Cropper Road.	
	Poulton	0	NA	NA	Given the sites' locations away from Fylde's settlements and on the periphery of the Wyre boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a large greenfield area being lost.  <i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i>	
<b>10. Protect and enhance biodiversity and geodiversity</b> Protect and enhance designated sites of nature and geological	Pontins	-	S, M, L-T, I, R, M	Within adjacent designated sites.	The site is located adjacent to the Ribble and Alt Estuaries SPA and Ramsar site, two BHSs, one of which is a SSSI and an LNR (Starr Hills) and contains an important sand dune system. Whilst the site itself is previously developed and is not known to contain any valuable ecology, the additional population from the development may cause further recreational pressure on the neighbouring sand dunes. The SSSI is already in unfavourable condition although the main reason for this is that it is becoming overgrown.  <i>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. See provisions of Policies ENV1- 6.</i>	The development of the two large greenfield sites would have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	Whyndyke Fm	-	L-T, I, R, M	Within site and adjacent woodland.	<p>The site would take up 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.</p> <p>The development is likely to have impacts on the biodiversity of the site including, for example use by farmland birds.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the woodland and retain the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent and a comprehensive masterplan would be beneficial. See provisions of Policies ENV1-6. The draft plan identifies the site as lying adjacent to a BHS – this appears to be an error, it is simply located to the north.</i></p>	<p>measures and through adherence to Policies ENV1-6. Although the Pontins site poses risks to the adjacent designated nature conservation areas, it should be possible to mitigate these through amendments to policy and practice.</p>
	Cropper Rd	-	L-T, I, R, L	Within site.	<p>The site would take up a small area of greenfield land incorporating vacant/derelict buildings and a pond. The development may have impacts on the biodiversity of the site including, for example use by farmland birds although the plan refers to the need to protect or replace the pond.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent, especially as the derelict buildings may be home to bats. See provisions of Policies ENV1- 6.</i></p>	
	Blackpool Airport	0	NA	NA	<p>The site is previously developed car parking and aircraft hangers. It is unlikely that there would be any features of nature conservation value on site <i>although a survey prior to construction to check for roosting bats and/or other ecology would be prudent.</i></p>	
	Peel	-	L-T, I, R, L	Within site.		

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	Poulton	-	L-T, I, R, L	Within site.	The site would take up a small area of greenfield land incorporating hedgerows and other vegetation. The development has potential to have impacts on the biodiversity of the site including, for example use by farmland birds.  <i>Mitigation could be provided as above.</i>	
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	Pontins	+	S, M, L-T, D, R, H	On site and views from adjacent areas.	The site is currently derelict and part demolished. The redevelopment provides an opportunity to remove an eyesore and create a high, quality, well-designed development in a prominent seafront location.  <i>This is a significant opportunity to provide a high quality of design to complement the seafront location. See Policies ENV1- 6.</i>	Cumulatively, the Whyndyke and Cropper developments would affect the local landscape and urban edge around blackpool through the uptake of greenfield land. This could be reduced by appropriate design, landscaping and density.
	Whyndyke Fm	-	L-T, D, IR, M	On site and adjacent areas.	The developments would remove a large area of greenfield agricultural land and would create a new urban edge. This would impact on views from neighbouring properties in this relatively flat, open landscape. The landscape is not designated for its quality. A number of landscape features such as trees, hedges and water features may also be impacted.  <i>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. 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. See provisions of Policies ENV6 and GD4.</i>	

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	Cropper Rd	-	L-T, D, IR, M	On site and adjacent areas.	The development would remove an area of greenfield agricultural land and associated features albeit not of high quality in landscape terms. It is already impacted by adjacent development although it does provide an area of green space between urban areas See mitigation proposed above.	
	Blackpool Airport	0	NA	NA	The site is currently occupied by a car park and old hangers so redevelopment with employment uses is unlikely to have a significant benefit or impact on the site, although its character will change. <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6.</i>	
	Peel	-	L-T, D, IR, M	On site and adjacent areas.	The site would result in the loss of greenfield agricultural land and associated features in a raised and visible location. Mitigation could be implemented as above.	
	Poulton	-	L-T, D, IR, M	On site and adjacent areas.	The site would result in the loss of greenfield agricultural land and associated features in an open and visible location. Mitigation could be implemented as above.	
<b>12. Protect and enhance the cultural heritage resource</b> Protect and enhance historic buildings and	Pontins	0	L	NA	Roman, medieval and prehistoric artefacts have been found in the South Blackpool area in the past although at this stage, there are no known heritage features on the site. <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i>	Cumulative effects on heritage are uncertain at present although further research may reveal archaeology in one or more of the sites.
	Whyndyke Fm	0	L	NA		
	Cropper Rd	0	L	NA		
	Blackpool Airport	0	L	NA		

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archaeological sites Protect and enhance historic landscape/townscape value	Peel	0	L	NA	Roman, mediaeval and prehistoric artefacts have been found in the South Blackpool area in the past although at this stage, there are no known heritage features on the site. <i>More detailed studies would be required to confirm this.</i>	
	Poulton	0	L	NA	Historic archaeological artefacts have been found in the Poulton area in the past although at this stage, there are no known heritage features on the site. <i>More detailed studies would be required to confirm this.</i>	
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b> Encourage sustainable use of water resources Protect and enhance ground	Pontins	0	NA	NA	According to the EA flood map, the site is not at risk of flooding from the adjacent coastal waters. There also do not appear to be any streams passing through the site. Whilst development may pose a risk of pollution to the sea and neighbouring wildlife sites. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1 and Policy ENV6.</i>	Some development is proposed near to flood zones which would need to be avoided. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid pollution to ground and surface
	Whyndyke Fm	0	NA	NA	A small area of the site lies within Flood Zone 2 although it should be possible to avoid this through careful masterplanning and design. Ponds are also present on the site. The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1. See provisions of Policy ENV6.</i> <i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i>	

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and surface water quality Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	Cropper Rd	0	NA	NA	A pond is present on the site. The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1. See provisions of Policy ENV6. Specific provisions should be made for the sustainable resolution of the drainage issues.</i>	watercourses and to maintain water features such as ponds to ensure no loss in these features.
	Blackpool Airport	0	NA	NA	According to the EA flood map, the site is not at risk of flooding from the nearby coastal waters. There also do not appear to be any streams passing through the site.  Whilst development may pose a risk of pollution to neighbouring wildlife sites. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.  <i>See provisions of Policy CL1 and Policy ENV6.</i>	
	Peel	0	NA	NA	The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1. See provisions of Policy ENV6.</i>	
	Poulton	--	L-T, I, R, H	Site	The entire site is within Flood Zone 2 and 3 which would place any development at considerable risk of flooding and may result in indirect effects on neighbouring areas.	

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<b>14. Limit and adapt to the impacts of climate change</b>  Reduce greenhouse gas emissions  Reduce the demand for energy and increase energy efficiency  Increase the use of renewable energy  Reduce CO <sub>2</sub> emissions from the transport sector	Pontins	+/-	S, M, L-T, I, R, M	Site and South Blackpool, north St.Annes areas.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. However, impacts are reduced due to the site's locations within walking distance to public transport modes and the commitments of Policies CL2-4.  <i>See provisions of Policy ENV6.</i>	Cumulatively, the larger sites at Whyndyke and Cropper Road are likely to increase emissions as a result of building and transport.  The mixed-use nature of the sites may help to mitigate this.
	Whyndyke Fm	+/-	L-T, I, R, M	Site and Blackpool periphery.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially given the relatively large scale of development proposed. Impacts are reduced due to the co-location of homes and jobs, the critical mass to develop its own amenities and potential improvements to the sustainable transport network in the area.  <i>See provisions of Policy ENV6 and Policies CL2-4. A travel plan would also be beneficial for the Fleetwood Road site.</i>	
	Cropper Rd	+/-	L-T, I, R, M	Site and Blackpool periphery.	This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. It is a smaller scale site and impacts could again be reduced through co-location and other mitigation proposed above.  <i>See provisions of Policy ENV6 and Policies CL2-4.</i>	
	Blackpool Airport	+/-	S, M, L-T, I, R, M	Site and South Blackpool, north St.Annes areas.	New development will always create a greater demand for energy and car travel, especially as the site is well located for access to the M55 via Squires Gate Lane. Adverse effects are hence unavoidable. However, impacts are reduced due to the site's locations within walking distance to public transport modes and the commitments of Policies CL2-4.  <i>See provisions of Policy ENV6.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	Peel	-	L-T, I, R, M	Site and Blackpool periphery.	This new development adjacent to the motorway junction and somewhat disconnected to Blackpool is likely to generate traffic emissions together with emissions' from buildings. This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. <i>See provisions of Policy ENV6 and Policies CL2-4.</i>	
	Poulton	-	L-T, I, R, M	Site and local area.	New development will always create a greater demand for energy and car travel due to its ease of access to the A586. <i>See provisions of Policy ENV6 and Policies CL2-4.</i>	
15. Protect and improve air quality  Protect and improve local air quality	Pontins	0	NA	NA	Air quality is not a concern in this relatively open, breezy coastal area. Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	There are no AQMAs in the vicinity of the sites and individually the traffic generated by the sites is unlikely to cause a significant deterioration in air quality (apart from potentially Whyndyke Fm). However, there is a greater cumulative possibility of adverse effects occurring around
	Whyndyke Fm	-	L-T, I, R, L	Local roads and M55 junction 4	The site's scale and location adjacent to the M55 junction 4 has potential to increase traffic and emissions on local roads in this area. Air quality is not generally an issue in this area but the scale of the development may require more detailed assessment at the project stage. <i>Project-level air quality assessments would be required. A travel plan would also be beneficial for the Fleetwood Road site.</i>	
	Cropper Rd	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	

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	Blackpool Airport	0	NA	NA	Air quality is not a concern in this relatively open, breezy coastal area. Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	the M55 junction 4. An assessment of cumulative air quality impacts is recommended for this development.
	Peel	0	NA	NA	The site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	Poulton	-	L-T, I, R, M	Site and Poulton area.	Poulton-le-Fylde already suffers from congestion and poor air quality including the designation of an AQMA. Development of this site would create further traffic and emissions as it is easily accessible from the A586 which runs through the centre of Poulton.	
<b>16. Ensure the sustainable use of natural resources</b>  Reduce the demand for raw materials  Promote the use of recycled and secondary	Pontins	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. There will also be further waste created through the demolition of the existing holiday accommodation. However, this is a sustainable use of a previously developed site.  <i>See provisions of Policy CL4 regarding sustainable design.</i>	Two of the sites use greenfield agricultural land (grades 2-3) which would result in a cumulative loss, although the sites south of Blackpool would re-use previously developed sites. All
	Whyndyke Fm	-	S, M, L-T, I, IR, M	Within site.	Both sites are on greenfield land. The Whyndyke Farm site also includes a Peat Safeguarding Area which may act as a carbon sink.	
	Cropper Rd	-	S, M, L-T, I, IR, M	Within site.	<i>Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits at Whyndyke Farm. See provisions of Policy CL4.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled	Blackpool Airport	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. There will also be further waste created through the demolition of the existing hangers and car park surfacing. However, this is a sustainable use of a previously developed site. <i>See provisions of Policy CL4 regarding sustainable design.</i>	development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the peat resource.
	Peel	-	S, M, L-T, I, IR, M	Within site.	The sites are on greenfield land and also include Peat Safeguarding Areas which may act as a carbon sink.	
	Poulton	-	L-T, I, IR, M	Within site.	<i>Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits. See provisions of Policy CL4.</i>	

### SL3 Warton Strategic Location for Development

Site Name	Dwellings completed during plan period	Projected commencement date
Former GEC Marconi Factory Site (housing)	240	2014
Land East of Warton (housing)	380	2015
Land North of Warton (housing)	180	2017
Land West of Warton (housing)	360	2021
TOTAL	1160	

Rejected Site	Dwellings completed during plan period	Projected commencement date	Employment land developed over plan period
Land NE of Warton			

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime	Former GEC Marconi Factory	<b>0</b>	NA	Local to site	Crime levels are not considered to be a significant issue in Warton. Whilst 240 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. Furthermore, the regeneration of this derelict site would prevent inappropriate use of the site and may benefit fear of crime that may exist in adjacent communities regarding the presence of a derelict factory site.  <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	Providing sensitive design measures are implemented it is not considered that there would be significant cumulative effects.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	Land east of Warton	0	NA	Local to site	Crime levels are not considered to be a significant issue in Warton. Whilst 380 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
	Land north of Warton	0	NA	Local to site	Whilst 180 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
	Land west of Warton	0	NA	Local to site	Whilst 360 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
	Land NE of Warton	0	NA	Local to site	Whilst development of a site of this size may provide opportunities for crime, this is not considered to be significance and could be mitigated through careful design measures. <i>Apply safety by design principles in new development (refer to Policy ENV6).</i>	
<b>2. Improve levels of educational attainment and encourage</b>	Former GEC Marconi Factory	-	S-T, I, R, M	Warton and surrounding area	Whilst there is sufficient primary school capacity in the short-term, there is a need for more primary provision in the long-term in Warton. Secondary school provision is almost at capacity and a new school is required before 2018. This site is planned for commencement in 2014 and so there may be sufficient capacity in the short-term to accommodate the school requirements of this site.	Cumulatively the development of 1,160 houses would put pressure on school places in the long-term and

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>lifelong learning</b></p> <p>Maintain and 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>					<i>New school capacity should be provided in the long-term.</i>	<p>new provision should be provided. However, it is recognised that the planned development of these sites is phased and therefore, there should be opportunity to provide this school as part of the west of Warton development. Such provision of should be provided as part of an integrated masterplan for this site.</p>
	Land east of Warton	-	S-T, I, R, M	Warton and surrounding area	<p>This is one of the largest sites in this part of the Borough and development could occur as early as 2015. There is a risk that a site of this size would put pressure on existing resources and, therefore, new school provision needs to be brought forward.</p> <p><i>New school capacity should be provided in the long-term.</i></p>	
	Land north of Warton	-	S-T, I, R, M	Warton and surrounding area	<p>Whilst there is sufficient primary school capacity in the short-term, there is a need for more primary provision in the long-term in Warton. Secondary school provision is almost at capacity and a new school is required before 2018. This site could be developed in 2017 and, therefore new capacity would be needed.</p> <p><i>New school capacity should be provided in the long-term.</i></p>	
	Land west of Warton	-	S-T, M-T, L-T, I, R, M	Warton and surrounding area	<p>This significant site of 360 dwellings would put pressure on existing educational resources. Whilst there is sufficient primary school capacity in the short-term, there is a need for more primary provision in the long-term in Warton and this is likely to be the case for this site that is not projected to commence until 2021. Secondary school provision is almost at capacity and a new school is required before 2018 (i.e. before this site is developed).</p> <p><i>New school capacity should be provided in the long-term and this needs to be developed to ensure that there are sufficient school places for the new housing developments.</i></p>	
	Land NE of Warton	-	S-T,M-T, L-T, I, R, M	Warton and surrounding area	<p>Development of a site of this size could place pressure on existing educational resources. Whilst there is sufficient primary school capacity in the short-term, there is a need for more primary provision in the long-term in Warton. Secondary school provision is almost at capacity and a new school is required. This site is also less well</p>	

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					<p>connected to the existing settlement and so there may be a greater need for travel.</p> <p><i>New school capacity should be provided in the long-term and this needs to be developed to ensure that there are sufficient school places for the new housing developments.</i></p>	

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<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and</p>	Former GEC Marconi Factory	+	L-T, I, R, L	Within new development.	<p>Levels of health deprivation are not considered to be a significant issue in Warton. Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term. There are existing rights of way near to the sites that should be incorporated into the new sites and new links provided to connect with new community facilities that are provided. The provision of better community facilities in Warton could also benefit community spirit which may have indirect health benefits, albeit minor. There may also be additional GP facilities provided as part of the west Warton (H8) development and potentially new sports facilities including a new swimming pool.</p> <p>The site east of Warton is currently occupied by a recreation ground and a dog training centre, the development of the site should seek to retain recreational areas to benefit the community.</p> <p><i>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.</i></p>	<p>All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling. Whilst there would be loss of greenfield land there is scope to incorporate areas of open space into the new sites through effective masterplanning.</p>
	Land east of Warton	+/-	L-T, I, R, L	Within new development.		
	Land north of Warton	+	L-T, I, R, L	Within new development.		
	Land west of Warton	+	L-T, I, R, L	Within new development.		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
cohesive communities	Land NE of Warton	+	L-T, I, R, L	Within new development.	Levels of health deprivation are not considered to be a significant issue in Warton. Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term. There are existing rights of way near to the sites that should be incorporated into the new sites and new links provided to connect with new community facilities that are provided. The provision of better community facilities in Warton could also benefit community spirit which may have indirect health benefits, albeit minor. This is a large greenfield site and open space would need to be integrated into it.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. Areas of open space should be incorporated into the site.</i>	
<b>4. Ensure that housing provision meets all needs</b>  Ensure that there is sufficient housing to meet identified needs in all areas  Ensure that housing meets acceptable standards  Increase the availability of	Former GEC Marconi Factory	+	S-T, I, R, H	Within Warton area	The creation of 240 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2014.	The creation of 1,160 new homes in line with housing needs would strongly contribute to meeting the overall provision.
	Land east of Warton	+	S-T, I, R, H	Within Warton area	The creation of 380 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2015.	
	Land north of Warton	+	S-T, I, R, H	Within Warton area	The creation of 180 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2017.	
	Land west of Warton	+	L-T, I, R, H	Within Warton area	The creation of 360 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2021.	
	Land NE of Warton	+	S-T, I, R, H	Within Warton area	The creation of new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs.	

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affordable housing						
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	Former GEC Marconi Factory	?		Site and adjacent areas	New development has potential to cause tension with existing communities although the development of this currently derelict site is likely to be welcomed by the local community.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	Whilst new residential developments can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
	Land east of Warton	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
	Land north of Warton	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
	Land west of Warton	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. The provision of new communities facilities as part of this larger site has the potential to provide benefits to the new community.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
	Land NE of Warton	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design.	

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					In view of the size of this site, there would need to be new community facilities provided to ensure that a community spirit can be engendered and good links created with the centre of Warton. Furthermore this site is not currently connected to the settlement and so this might be more difficult to achieve than in other locations. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs Ensure that highways infrastructure meets people's needs (including walking and cycling routes) Promote the use of sustainable travel modes and reduce	Former GEC Marconi Factory	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Warton	There is a lack of community facilities in Warton. This could potentially be improved in the long-term through the provision of new development and the elevation of Warton to a Key Service Centre. The site is located near to the A584 although the site does not benefit from rail links and so facilities in the rest of the Borough are considered less accessible. However, the site is close to the Existing Industrial Area for employment purposes and BAe Systems (the largest employer in the Borough) is also located in Warton. There are also congestion issues in Warton, although in the long-term it is expected that they would be alleviated through the Preston Western Distributor. Effects are assessed as positive and negative as there is a need to improve accessibility to facilities and in the short-term new development could put pressure on the limited resources in Warton. <i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential developments.</i>	The Warton sites are less accessible than others in the Borough and do not benefit from the same level of public transport provision, as well as there being existing congestion issues. Some local amenity provision is recommended on the larger sites.
	Land east of Warton	+/-	S, M, L-T, D, R, M	Site and adjoining	The site is accessible to the A584 although there is no access to rail links. There is a lack of community facilities in Warton. This could	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
dependence on the private car Improve access to cultural and recreational facilities Maintain and improve access to essential services and facilities, including in rural areas Improve access to open space Improve access to good quality rights of way network				areas of Warton	potentially be improved in the long-term through the provision of new development and the elevation of Warton to a Key Service Centre. Effects are assessed as positive and negative as there is a need to improve accessibility to facilities and in the short-term new development could put pressure on the limited resources in Warton. However, the creation of new housing sites in Warton would also ensure the position of housing in close proximity to a large number of employment opportunities in Warton (BAe Systems and Land Registry).  There are also congestion issues in Warton, although in the long-term it is expected that they would be alleviated through the Preston Western Distributor.  <i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential developments.</i>	
	Land north of Warton	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Warton	The site is accessible to the A584 although there is no access to rail links. There is a lack of community facilities in Warton. This could potentially be improved in the long-term through the provision of new development and the elevation of Warton to a Key Service Centre. Effects are assessed as positive and negative as there is a need to improve accessibility to facilities and in the short-term new development could put pressure on the limited resources in Warton.  There are also congestion issues in Warton, although in the long-term it is expected that they would be alleviated through the Preston Western Distributor. However, the creation of new housing sites in Warton would also ensure the position of housing in close proximity to a large number of employment opportunities in Warton (BAe Systems and Land Registry).	

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					<i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential developments.</i>	
	Land west of Warton	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Warton	<p>The site is accessible to the A584 although there is no access to rail links. There is a lack of community facilities in Warton. This could potentially be improved in the long-term through the provision of new development and the elevation of Warton to a Key Service Centre. Effects are assessed as positive and negative as there is a need to improve accessibility to facilities and in the short-term new development could put pressure on the limited resources in Warton. There are also congestion issues in Warton, although in the long-term it is expected that they would be alleviated through the Preston Western Distributor). However, the creation of new housing sites in Warton would also ensure the position of housing in close proximity to a large number of employment opportunities in Warton (BAe Systems and Land Registry).</p> <p>This is one of the larger sites being proposed in Warton and this site should include community facilities.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential developments and are integrated into the masterplanning for the site.</i></p>	
	Land NE of Warton	-	S, M, L-T, D, R, M	Site and adjoining areas of Warton	<p>The site is less accessible than others in Warton. Warton also has no rail links and bus services are poor compared to other locations in the Borough. This site is also not connected to the settlement and so access to the very limited services in Warton would be a potential issue. However, development of this site could potentially</p>	

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					<p>act as a stimulus to new development and would support the elevation of the settlement to a Key Service Centre. Warton also benefits from a range of employment opportunities. Effects are assessed as negative for this site as it is larger than the others proposed and potentially less well connected.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential development.</i></p>	

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<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	Former GEC Marconi Factory	0	NA	NA	Whilst new houses have potential to provide employees for jobs in the Borough and particularly in Warton which is a significant employment base, the allocation would itself not provide notable employment beyond the construction phase.	In the long-term there could be employment opportunities created through the creation of new facilities and services as a result of Warton becoming a Key Service Centre.
	Land east of Warton	0	NA	NA		
	Land north of Warton	0	NA	NA		
	Land west of Warton	0	NA	NA		
	Land NE of Warton	0	NA	NA	Whilst new houses have potential to provide employees for jobs in the Borough and particularly in Warton which is a significant employment base, the allocation would itself not provide notable employment beyond the construction phase. In the long-term there could be employment opportunities created through the creation of new facilities and services as a result of Warton becoming a Key Service Centre.	

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<b>8. Promote economic inclusion</b>  Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	Former GEC Marconi Factory	0	NA	NA	It is considered unlikely that these developments would contribute to the achievement of this objective. However, the new housing sites will be in close proximity to a large number of existing employment providers in Warton, although it is not known if those most at need would benefit from the employment opportunities.	No cumulative effects are predicted.
	Land east of Warton	0	NA	NA		
	Land north of Warton	0	NA	NA		
	Land west of Warton	0	NA	NA		
	Land NE of Warton	0	NA	NA	It is considered unlikely that these developments would contribute to the achievement of this objective. However, the new housing sites will be in close proximity to a large number of existing employment providers in Warton, although it is not known if those most at need would benefit from the employment opportunities.	
<b>9. Deliver urban renaissance</b>  Improve the vitality and vibrancy of town centres  Improve access within urban areas by sustainable means  Promote adjacency of	Former GEC Marconi Factory	+	L-T, I, R, M	Within Warton area	The site is adjacent to Warton and would benefit from proximity to existing employment opportunities. The development of this site would also result in the regeneration of a brownfield site. In the long-term the development of this and other sites in Warton is likely to contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre.  <i>New development should have regard to the provision in Policy ENV6.</i>	The development of all of these sites would support the development of Warton as a Key Service Centre and improve the quality of facilities for local residents. Three of the sites in Warton are primarily greenfield and so there would be a
	Land east of Warton	+/-	L-T, I, R, M	Within Warton area	The site is adjacent to Warton and would benefit from proximity to existing employment opportunities. However, this site would result in the loss of a greenfield site and impact upon the local landscape. In the long-term the development of this and other sites in Warton is	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>employment, recreation and residential areas in urban areas</p> <p>Support the preservation and / or development of a high quality built environment</p> <p>Protect and enhance townscape character and quality</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>likely to contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre.</p> <p><i>High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	<p>cumulative loss of this resource. It will be important for the new developments to incorporate green space and to be sensitively designed.</p>
	Land north of Warton	+/-	L-T, I, R, M	Within Warton area	<p>The site is adjacent to Warton and would benefit from proximity to existing employment opportunities. However, this site would result in the loss of a greenfield site and impact upon the local landscape. In the long-term the development of this and other sites in Warton is likely to contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre.</p> <p><i>High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	
	Land west of Warton	+/-	L-T, I, R, L	Within Warton area	<p>The site is adjacent to Warton and would benefit from proximity to existing employment opportunities. However, this site would result in the loss of a greenfield site and impact upon the local landscape. In the long-term the development of this and other sites in Warton is likely to contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre.</p> <p><i>High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	
	Land NE of Warton	+/-	L-T, I, R, L	Within Warton area	<p>This site would result in the loss of a large area of greenfield land and is not connected to the existing settlement boundary. However, the development of this site could also contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre. It is considered</p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
					<p>less preferable to the other sites owing to its greater proximity from the centre of Warton.</p> <p><i>High quality design and retention of greenspace should be included.</i></p> <p><i>See provisions of Policies ENV1- 6.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>10. Protect and enhance biodiversity and geodiversity</b> Protect and enhance designated sites of nature and geological conservation importance Protect and enhance wildlife especially rare and endangered species Protect and enhance habitats and wildlife corridors Provide opportunities for people to access	Former GEC Marconi Factory	-	S, M, L-T, I, R, M	Within site and adjacent BHS.	This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site. There may also be ecological features of interest in the adjacent Pool Stream.  <i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6. Measures should be implemented to ensure no impacts on Pool Stream.</i>	The development of the three greenfield sites would have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6.
	Land east of Warton	-	S, M, L-T, I, R, M	Within site	The site would take up an area of greenfield land comprising agricultural land and a recreation ground. There are also several ponds across the site. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds or newts.  <i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i>	
	Land north of Warton	-	S, M, L-T, I, R, M	Within site.	The site is primarily agricultural land and so there would be the loss of greenfield land. There are also several ponds across the site. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds or newts.  <i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i>	

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wildlife and open green spaces	Land west of Warton	-	L-T, I, R, M	Within site.	This is a large greenfield site comprising open agricultural fields, some existing dwellings and a few derelict buildings. There are potentially a range of ecological constraints at the site, for example, the derelict buildings may be used by bats and the site may also be used by newts and farmland birds. There are also trees within the site and along its borders which are protected by TPOs.  <i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6. Retention of the trees on site should be encouraged.</i>	
	Land NE of Warton	-	L-T, I, R, M	Within site.	This is a large greenfield site comprising open agricultural fields. There are potentially a range of ecological constraints at the site.  <i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i>	
11. Protect and enhance landscape and townscape character and quality and protect tranquillity	Former GEC Marconi Factory	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape.  <i>See provisions of Policies ENV6 and GD4.</i>	Cumulatively, these developments would affect the local landscape and urban edge around Warton through the uptake of greenfield land. This could be
	Land east of Warton	-	S, M, L-T, D, IR, M	On site and adjacent areas.	There would be loss of greenfield land including a recreational area. The area is relatively low lying and the new housing would need to be sensitively designed to be well integrated with the adjacent landscape and townscape.  <i>See provisions of Policies ENV6 and GD4.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	Land north of Warton	-	S, M, L-T, D, IR, M	On site and adjacent areas.	There would be loss of greenfield land. The area is relatively low lying and the new housing would need to be sensitively designed to be well integrated with the adjacent landscape and townscape. <i>See provisions of Policies ENV6 and GD4.</i>	reduced by appropriate design, landscaping and density.
	Land west of Warton	-	L-T, D, IR, M	On site and adjacent areas.	There would be loss of greenfield land and potentially impacts on a small area of trees including TPOs. The new housing would need to be sensitively designed to be well integrated with the adjacent landscape and townscape. <i>See provisions of Policies ENV6 and GD4. The site design should seek retention of the trees and incorporate areas of open space.</i>	
	Land NE of Warton	-	L-T, D, IR, M	On site and adjacent areas.	There would be loss of greenfield land. The area is relatively low lying and the new housing would need to be sensitively designed to be well integrated with the adjacent landscape and townscape. This is a significant site that does not border the existing settlement boundary and therefore there is the potential for it to be very visible and there would be a need for high quality design. <i>See provisions of Policies ENV6 and GD4.</i>	
<b>12. Protect and enhance the cultural heritage resource</b> Protect and enhance historic buildings and	Former GEC Marconi Factory Site (housing)	0	L	NA	At this stage, there are no known heritage features on the sites. However, there is the potential for unknown archaeological features to be present at the sites. <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i>	Cumulative effects on heritage are uncertain at present although further research may reveal archaeology in one or more of the sites.
	Land East of Warton	0	L	NA		
	Land North of Warton	0	L	NA		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
archaeological sites	Land West of Warton	0	L	NA		
Protect and enhance historic landscape/towns cape value	Land NE of Warton	0	L	NA	At this stage there are no known heritage features on the site. However, there is the potential for unknown archaeological features to be present at the sites.  <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i>	
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b>  Encourage sustainable use of water resources  Protect and enhance ground and surface water quality  Protect and enhance coastal water quality	Former GEC Marconi Factory Site (housing)	0	NA	NA	The outline planning application submitted for development at this site included a FRA. This confirmed that the site falls within Flood Zone 1 (low probability of flooding) and that the uses proposed at the site are appropriate for this. There will also be a decrease in the impermeable site area of approximately 2.22ha (38%). The site will also include surface water attenuation to provide for storm events plus allowance for climate change, this may be in the form of swales/detention basins.  The site is bordered by Pool Stream which could be potentially affected during construction however with the implementation of pollution control mitigation measures. Once operational, no significant effects on this stream are predicted. The River Ribble lies 1.35km to the south and is unlikely to be affected based on the results of the FRA.  New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area in order to deliver the sites.  <i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i>	Some development is in flood zones which would need to be avoided. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce and manage flooding  Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	Land East of Warton	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>Part of this site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance. The site boundary also follows the line of a watercourse and this would need to be protected from pollution during construction. There are also ponds on site that could be lost to new development.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area in order to deliver the sites.</p> <p><i>See provisions of Policy CL1 and Policy ENV6. 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 adjacent watercourses.</i></p> <p><i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	features such as ponds to ensure no loss in these features.  There would also be increased pressure on wastewater infrastructure as a result of the development of these sites and others in the Borough.
	Land North of Warton	0	NA	NA	<p>The sites do not lie within a flood risk area. There are some ponds present on the site. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area in order to deliver the sites.</p> <p><i>See provisions of Policy CL1. See provisions of Policy ENV6.</i></p> <p><i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	Land West of Warton	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>Depending upon the extent of this site it may be partially within or border areas that lie within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area in order to deliver the sites.</p> <p><i>See provisions of Policy CL1 and Policy ENV6. 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 adjacent watercourses.</i></p> <p><i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	
	Land NE of Warton	0	NA	NA	<p>The sites do not lie within a flood risk area. There are some ponds present on the site. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.</p> <p>New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area.</p> <p><i>See provisions of Policy CL1. See provisions of Policy ENV6.</i></p> <p><i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>14. Limit and adapt to the impacts of climate change</b>  Reduce greenhouse gas emissions  Reduce the demand for energy and increase energy efficiency  Increase the use of renewable energy  Reduce CO <sup>2</sup> emissions from the transport sector	Former GEC Marconi Factory	+/-	S, M, L-T, I, R, M	Site, Warton and surrounding road network.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially as there is ready road access via the A584 and these sites are less accessible than others in the Borough. However, in the long-term the development in this part of the Borough could support the provision of additional facilities and services in Warton which could lead to more sustainable patterns of living.  <i>Energy efficiency measures should also be incorporated into the new developments.</i>  <i>Refer also to provisions of Policies ENV6</i>	Cumulatively, carbon emissions will increase, although in the long-term there may be scope for more sustainable patterns of living to develop if facilities develop to support the new residential development.
	Land east of Warton	+/-	S, M, L-T, I, R, M	Site, Warton and surrounding road network.		
	Land north of Warton	+/-	S, M, L-T, I, R, M	Site, Warton and surrounding road network.		
	Land west of Warton	+/-	L-T, I, R, M	Site, Warton and surrounding road network.		
	Land NE of Warton	+/-	L-T, I, R, M	Site, Warton and surrounding road network.		
<b>15. Protect and improve air quality</b>	Former GEC Marconi Factory	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in	Individually the traffic generated by the sites is unlikely

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and improve local air quality	Land east of Warton	0	NA	NA	a notable decrease in air quality although it is acknowledged that there are existing congestion issues in this part of the Borough but they should be improved through the implementation of the Preston Western Distributor. There is also scope in this part of the Borough to improve public transport connections.	to cause a significant deterioration in air quality. However, there is a greater cumulative possibility of adverse effects occurring in view of the more restricted public transport links in this part of the Borough.
	Land north of Warton	0	NA	NA		
	Land west of Warton	0	NA	NA		
	Land NE of Warton	0	NA	NA	Commentary as above.	
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction	Former GEC Marconi Factory	+	S, M, L-T, I, IR, M	Within site.	The sites to the north, east and west of Warton are primarily greenfield sites and therefore there would be the loss of soil resources. The east of Warton site also lies partially within a Minerals Safeguarding Area which requires further investigation before the site is brought forward for development. All new development will unavoidably produce waste and use raw materials. The Former GEC Marconi factory would re-use previously developed land and so effects are assessed as positive. <i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i>	Three of the sites use greenfield agricultural land (grades 2-3) which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being produced. Appropriate surveys and
	Land east of Warton	-	S, M, L-T, I, IR, M	Within site.		
	Land north of Warton	-	S, M, L-T, I, IR, M	Within site.		
	Land west of Warton	-	L-T, I, IR, M	Within site.		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled						corresponding actions should avoid a cumulative impact on the minerals resource.
	Land NE of Warton	-	L-T, I, IR, M	Within site.	The site lies partially within a Minerals Safeguarding Area which requires further investigation before the site is brought forward for development. All new development will unavoidably produce waste and use raw materials. There would also be the loss of soil resources associated with this large site.	

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

Site Name	Dwellings completed during plan period	Projected commencement date	Employment land developed over plan period
Land North or Mowbreck Lane Wesham (housing)	240	2014	
Land West of Fleetwood Road, Wesham (employment and leisure)			4ha
Land North of Dowbridge, Kirkham (housing)	240	2016	
Land North of Blackpool Road, Kirkham (mixed-use)	295	2020	9ha
<b>TOTAL</b>	<b>775</b>		<b>13ha</b>

Rejected Sites	Dwellings completed during plan period	Projected commencement date	Employment land developed over plan period
Land south of Weeton Road, Wesham (housing)	378	?	
Land north of Weeton Road, Wesham (housing)	97	?	
Land adjacent to Pitfield, Fleetwood Road, Wesham (housing)	123	?	
Land east of Wesham (housing)	532	?	
Land south of junction 3, Greenhalgh (employment)		?	10ha

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary Mitigation/Enhancement Measures	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	Mowbreck	0	NA	Local to site	Crime levels are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Whilst 240 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy ENV6.</i>	Cumulatively, the employment and leisure uses have a higher potential to create opportunities for crime, although this is considered to be of low significance and should be able to be mitigated through design.
	Fleetwood Rd	-	S, M, L-T, I, R, L	Local to site	The proposed employment and leisure uses at the Fleetwood Road site have a higher potential to attract minor crime. <i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i>	
	Dowbridge	0	NA	Local to site	Whilst 240 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy ENV6.</i>	
	Blackpool Rd	-	M, L-T, I, R, L	Local to site	The proposed employment uses at this larger site have a slightly higher potential to attract minor crime. <i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i>	
	Weeton Rd Sth	0	NA	Local to site	Crime levels are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Whilst the new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy ENV6.</i>	
	Weeton Rd Nth	0	NA	Local to site		
	Pitfield	0	NA	Local to site		
	East Wesham	0	NA	Local to site		

	Greenhalgh	-	S, M, L-T, I, R, L	Local to site	The proposed employment uses have a higher potential to attract minor crime. <i>This could be mitigated by requiring appropriate safety by design features to be incorporated.</i>	
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	Mowbreck	0 -	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area	In the short term there is sufficient local primary and secondary school capacity although pressure would be created in the long-term unless new facilities can be provided. <i>New school capacity should be provided in the long-term.</i>	Cumulatively the development of 775 houses would put pressure on school places in the long-term and new provision should be provided.
	Fleetwood Rd	0	NA	NA	The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided.	
	Dowbridge	0 -	S-T, I, R, M L-T, I, R, M	Kirkham and surrounding area	In the short term there is sufficient local primary and secondary school capacity although pressure would be created in the long-term unless new facilities can be provided.	
	Blackpool Rd	-	L-T, I, R, M	Kirkham and surrounding area	<i>New school capacity should be provided in the long-term.</i> The Blackpool Road site would not be completed until after 2020 and a <i>comprehensive masterplan for the site may benefit from some school provision.</i>	
	Weeton Rd Sth	0 -	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area	In the short term there is sufficient local primary and secondary school capacity although pressure would be created in the long-term unless new facilities can be provided.	
	Weeton Rd Nth	0 -	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area	<i>New school capacity should be provided in the long-term.</i>	
	Pitfield	0 -	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area		
	East Wesham	0 -	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area		
	Greenhalgh	0	NA	NA	The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided.	

<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	Mowbreck	+	L-T, I, R, L	Within new development.	Levels of health deprivation are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i>	<p>All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling. Similarly, there are opportunities to compensate for the loss of greenfield land by including accessible green spaces within the developments, notably, the larger scale Blackpool Road site.</p>
	Fleetwood Rd	?			At this stage the type of leisure development proposed is not known so impacts on health cannot be determined.	
	Dowbridge	+	L-T, I, R, L	Within new development.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term. Adjacency of employment and housing at Blackpool Road may also encourage this. <i>There are considerable opportunities for inclusion of walking/cycling routes and public open space if the Blackpool Road site were developed as a comprehensive masterplan.</i></p> <p><i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i></p> <p><i>It is also recommended that the plan references that the loss of playing fields at Blackpool Road would mean that new facilities would be developed by the Grammar School.</i></p>	
	Blackpool Rd	+	L-T, I, R, L	Within new development.		
	Weeton Rd Sth	+	L-T, I, R, L	Within new development.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term.</p> <p><i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i></p>	
	Weeton Rd Nth	+	L-T, I, R, L	Within new development.		
	Pitfield	+	L-T, I, R, L	Within new development.		
	East Wesham	+	L-T, I, R, L	Within new development.		
Greenhalgh	0	NA	NA	Given the site's location at the motorway junction and its employment nature it is likely that it would be accessed primarily by road and is unlikely to contribute towards healthy lifestyles.		

<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	Mowbreck	+	S-T, I, R, H	Within Wesham/ Kirkham area	The creation of 240 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2014.	The creation of 775 new homes in line with housing needs would strongly contribute to meeting the overall provision.
	Fleetwood Rd	0	NA	NA	The development would not provide any housing.	
	Dowbridge	+	S-T, I, R, H	Within Wesham/ Kirkham area	The creation of 240 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2016.	
	Blackpool Rd	+	L-T, I, R, H	Within Wesham/ Kirkham area	The creation of 295 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2020.	
	Weeton Rd Sth	+	S, M,L-T, I, R, H	Within Wesham/ Kirkham area	The creation of new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs. It is not known when building would be likely to commence.	
	Weeton Rd Nth	+	S, M, L-T, I, R, H	Within Wesham/ Kirkham area		
	Pitfield	+	S, M, K-T, I, R, H	Within Wesham/ Kirkham area		
	East Wesham	+	S, M, L-T, I, R, H	Within Wesham/ Kirkham area		
	Greenhalgh	0	NA	NA		The development would not provide any housing.
<b>5. Protect and enhance</b>	Mowbreck	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	Whilst new residential developments can sometimes cause tension with

<b>community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	Fleetwood Rd	+	M-T, I, R, L	Within Wesham/ Kirkham area	The leisure proposals at Fleetwood Road may give rise to opportunities for local community entertainment and interaction.	existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
	Dowbridge	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
	Blackpool Rd	?		Site and adjacent areas	Whilst uncertain for the above reasons, if the site were to be developed in a comprehensive manner there are considerable opportunities to create a strong and cohesive community at this site.	
	Weeton Rd Sth	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. The site east of Wesham and the site south of Weeton Rd are particularly large sites and would benefit from appropriate masterplanning to ensure connectivity with surrounding areas and communities. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy ENV6.</i>	
	Weeton Rd Nth	?		Site and adjacent areas		
	Pitfield	?		Site and adjacent areas		
	East Wesham	?		Site and adjacent areas		
	Greenhalgh	0	NA	NA	Given its remote location at the motorway this site is unlikely to affect community spirit.	

<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	Mowbreck	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham	<p>The site is located near to the A585 and local road network to amenities in Wesham and Kirkham centres. The centre and railway station are within walking/cycling distance. Pedestrian and cycling improvements are encouraged together with toucan crossings of the A585. 240 dwellings are not anticipated to put undue pressure on the road network.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	<p>All the sites are located in areas accessible to goods and services in Kirkham/Wesham and/or near to public or sustainable transport modes. The mixed use nature of Blackpool Road and the adjacency of Fleetwood Road and Mowbreck Lane would add to this. Some local amenity provision is recommended on the larger sites.</p>
	Fleetwood Rd	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham	<p>The employment and leisure proposals at Fleetwood Road are within easy reach of the residential population in Wesham and the proposals at Mowbreck Lane providing opportunities for walking, cycling or bus travel.</p>	
	Dowbridge	+	S, M, L-T, D, R, M	Site and adjoining areas of Kirkham	<p>The sites are located near to and local road network to amenities in Kirkham and within cycling/walking distance to Kirkham/Wesham Station. There is also bus access. Pedestrian and cycling improvements are encouraged. 240 + 295 dwellings are not anticipated to put undue pressure on the road network although any new congestion would need to be addressed via developer funds. The mixed use nature of the Blackpool Road site would also place homes and jobs in proximity.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. An element of self-sufficiency is proposed at the Blackpool Road site in terms of local amenities to cater for immediate local needs. This would be best addressed by a comprehensive masterplan for the site.</i></p>	
	Blackpool Rd	+	L-T, D, R, M	Site and adjoining areas of Kirkham		
	Weeton Rd Sth	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham/ Kirkham		

	Weeton Rd Nth	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham/ Kirkham	The sites are located near to the local road network and public transport services link to amenities in Wesham and Kirkham centres. Pedestrian and cycling improvements are encouraged. <i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i>	
	Pitfield	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham/ Kirkham		
	East Wesham	-	S, M, L-T, D, R, M	Site.	This site would not be accessible to five out of six public services by public transport.	
	Greenhalgh	-	S, M, L-T, D, R, M	Site.	The site is isolated from the main residential areas and is poorly connected by public transport although it is easily accessible by road.	
<b>7. Encourage sustainable economic growth</b>	Mowbreck	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Wesham and the new employment site adjacent at Fleetwood Road, the allocation would itself not provide notable employment beyond the construction phase.	Cumulatively, the 13ha of employment land proposed in accessible locations, including near to residential areas should help to increase and diversify the economy in this area.
	Fleetwood Rd	++	S, M, L-T, D, R, M	Within Wesham/ Kirkham area.	The employment and leisure development at Fleetwood Road would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas.	
	Dowbridge	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Kirkham the allocation would itself not provide notable employment beyond the construction phase.	
	Blackpool Rd	++	L-T, D, R, M	Within Kirkham area.	The 9ha of employment provision at Blackpool Road would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas, including within the site itself.	
	Weeton Rd Sth	0	NA	NA		
	Weeton Rd Nth	0	NA	NA		

<b>and business development</b> Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	Pitfield	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Wesham the allocation would itself not provide notable employment beyond the construction phase.	
	East Wesham	0	NA	NA		
	Greenhalgh	+	S, M, L-T, D, R, M	Within Wesham/ Kirkham area.	The employment provision would provide jobs, new businesses and encourage economic growth including within the site itself. However, it is poorly accessibly via public transport.	
<b>8. Promote economic inclusion</b> Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	Mowbreck	+	M, L-T, I, R, L	Within Wesham area.	Levels of economic deprivation are not considered to be a significant issue in Wesham (although levels are higher than some other areas of Fylde). Nonetheless the accessibility of the site to jobs in Wesham and the proposed Fleetwood Rd site may benefit inclusion.	The employment land is located in easy reach of existing and proposed residential areas and hence has greater potential to enable access by less economically mobile people.
	Fleetwood Rd	++	S, M, L-T, D, R, M	Within Wesham/ Kirkham area	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.	
	Dowbridge	0	NA	NA	Whilst the new houses would be located within sustainable access to jobs in Kirkham this site alone is not considered to have a significant impact on economic inclusion.	

	Blackpool Rd	++	L-T, D, R, M	Within Wesham/ Kirkham area	The employment development at Blackpool Road would provide jobs in the long-term in an area easily accessible to residential areas, including those on site. Whilst levels of employment deprivation are not considered to be a significant issue in Kirkham levels are higher than some other areas of Fylde.  A considerate phasing of employment and residential uses should be put in place to ensure that benefits are maximised.	
	Weeton Rd Sth	+	M, L-T, I, R, L	Within Wesham area.	Levels of economic deprivation are not considered to be a significant issue in Wesham (although levels are higher than some other areas of Fylde). Nonetheless the accessibility of the sites to jobs in Wesham may benefit inclusion.  There is poorer public transport access to the East of Wesham Site.	
	Weeton Rd Nth	+	M, L-T, I, R, L	Within Wesham area.		
	Pitfield	+	M, L-T, I, R, L	Within Wesham area.		
	East Wesham	+	M, L-T, I, R, L	Within Wesham area.		
	Greenhalgh	0	NA	NA		Whilst the site would create jobs, it is not easily accessible by public transport from areas of employment need.
	Mowbreck	+	S, M-T, I, R, M	Within Wesham area	The site would provide additional population within easy access of amenities in Wesham centre via sustainable means. Together with the new employment site proposed at Fleetwood Road this would provide adjacency to employment.  <i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i>	None of the sites are located in the town centre although may be easily accessible from it. Whilst proximity between homes and jobs is

<p><b>9. Deliver urban renaissance</b></p> <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>Protect and enhance townscape character and quality</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>	Fleetwood Rd	+/-	L-T, I, R, L	Within Wesham area	<p>Whilst the employment and leisure site would promote adjacency of homes, employment and recreation, it would also use a greenfield site and impact upon the local landscape. It would also be out-of-town so may not benefit town centre vitality.</p> <p><i>Employment and leisure uses should seek to complement town centre activities rather than compete. High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	<p>proposed, all the sites are greenfield and may result in minor effects on the environment. A clear focus on good design and masterplanning should be promoted.</p>
	Dowbridge	+	S, M-T, I, R, M	Within Wesham area	<p>The site would provide additional population within easy access of amenities in Kirkham centre via sustainable means. <i>However, a high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>	
	Blackpool Rd	+/-	L-T, I, R, L	Within Kirkham area	<p>Whilst the employment land would promote adjacency of homes and employment, it would also use a greenfield site and impact upon the local landscape. It would also be a little out-of-town so may not benefit town centre vitality.</p> <p><i>Employment and leisure uses should seek to complement town centre activities rather than compete. High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	
	Weeton Rd Sth	+	S, M-T, I, R, M	Within Wesham area	<p>The sites would provide additional population within easy access of amenities in Wesham and Kirkham centres via sustainable means. <i>However, a high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>	
	Weeton Rd Nth	+	S, M-T, I, R, M	Within Wesham area		
	Pitfield	+	S, M-T, I, R, M	Within Wesham area		

	East Wesham	+/-	S, M, L-T, I, R, L	Within Wesham/ Kirkham area	The site would provide additional population within access of Wesham and Kirkham centres. <i>However, public transport provisions are poor which would need to be improved, and a high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i>	
	Greenhalgh	0	NA	NA	Given the site's location at the motorway junction, it is unlikely to result in any benefits in terms of urban renaissance.	
<b>10. Protect and enhance biodiversity and geodiversity</b> Protect and enhance designated sites of nature and geological conservation importance Protect and enhance wildlife especially rare and endangered species Protect and enhance habitats and wildlife corridors Provide opportunities for people to access	Mowbreck	-	S, M, L-T, I, R, M	Within site and adjacent BHS.	The site would take up an area of greenfield land incorporating a field pond and adjacent to a BHS. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds or newts.  <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	The development of the four greenfield sites would have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6.
	Fleetwood Rd	-	S, M, L-T, I, R, M	Within site and adjacent brook/ woodland.	The site would take up an area of agricultural land adjacent to 4.5ha of woodland and Bradbirk Brook. Whilst the woodland would be protected, the development is likely to have impacts on the biodiversity of the site including, for example use by farmland birds and possibly the brook.  <i>Greenspace should be provided to compensate for some losses together with measures to protect the brook and woodland. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	

wildlife and open green spaces	Dowbridge	-	S, M, L-T, I, R, M	Within site.	The site would take up a small area of greenfield land incorporating farm buildings, a field pond and two brooks. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds, aquatic ecology and potentially bats or barn owls.  <i>Measures to avoid impacts on the two streams should be incorporated into the design such as a buffer. The pond and hedgerows maybe able to be retained (or compensated for) in the design and greenspace should be provided to compensate for some losses. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
	Blackpool Rd	-	L-T, I, R, M	Within site.	This is a large greenfield site containing a number of potentially ecologically valuable features such as ponds, brooks, trees, woodland and hedgerows. Whilst not designated sites, redevelopment would impact upon these features. <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
	Weeton Rd Sth	-	S, M, L-T, I, R, M	Within site.	These two sites would together take up a large area of agricultural land containing a number of potentially ecologically valuable features such as ponds, trees and hedgerows. Whilst not designated sites, redevelopment would impact upon these features. <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
	Weeton Rd Nth	-	S, M, L-T, I, R, M	Within site.		

	Pitfield	-	S, M, L-T, I, R, M	Within site and adjacent BHS.	The site would take up an area of greenfield land adjacent to a BHS. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds. <i>Measures to avoid indirect impacts on the BHS should be incorporated into the design such as a buffer. Greenspace should be provided to compensate for some losses. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
	East Wesham	-	S, M, L-T, I, R, M	Within site.	This is a large greenfield site containing a number of potentially ecologically valuable features such as ponds, trees, woodland and hedgerows. Whilst not designated sites, redevelopment would impact upon these features. <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
	Greenhalgh	-	L-T, I, R, M	Within site.	This is a greenfield site containing a number of potentially ecologically valuable features such as ponds, trees, woodland and hedgerows. A watercourse also runs to the west which would need protecting. Whilst not designated sites, redevelopment would impact upon these features. <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i>	
<b>11. Protect and enhance landscape and townscape character and</b>	Mowbreck	-	S, M, L-T, D, IR, M	On site and adjacent areas.		Cumulatively, these developments would affect the local landscape and urban edge
	Fleetwood Rd	-	S, M, L-T, D, IR, M	On site and adjacent areas.		

<b>quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	Dowbridge	-	S, M, L-T, D, IR, M	On site and adjacent areas.	The developments would remove areas of greenfield agricultural land, create a new urban edge and would impact on views from neighbouring properties in this relatively flat, open landscape. A number of landscape features such as trees, hedges and water features may also be impacted. <i>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. The Blackpool Road 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. See provisions of Policies ENV6 and GD4.</i>	around Kirkham and Wesham through the uptake of greenfield land. This could be reduced by appropriate design, landscaping and density.
	Blackpool Rd	-	L-T, D, IR, M	On site and adjacent areas.		
	Weeton Rd Sth	-	S, M, L-T, D, IR, M	On site and adjacent areas.	Together the developments would remove large areas of greenfield agricultural land, create a new urban edge and would impact on views from neighbouring properties in this relatively flat, open landscape. A number of landscape features such as trees, hedges and water features may also be impacted. <i>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. A comprehensive masterplan for the land South of Weeton Road would be beneficial. See provisions of Policies ENV6 and GD4.</i>	
	Weeton Rd Nth	-	S, M, L-T, D, IR, M	On site and adjacent areas.		
	Pitfield	-	S, M, L-T, D, IR, M	On site and adjacent areas.		
	East Wesham	- -	S, M, L-T, D, IR, M	Visible from a wide area including the setting of Wesham/ Kirkham.	As above, this large site would also be very visible from Kirkham and Wesham due to its elevated, sloping nature. It is likely to affect the setting of the towns. See above mitigation measures. A comprehensive masterplan would be beneficial.	
	Greenhalgh	-	S, M, L-T, D, IR, M	On site and adjacent areas.	The development of this greenfield site would result in the loss of a number of landscape features including ponds, trees and agricultural land. This would be visible from the motorway.	
<b>12. Protect and enhance the</b>	Mowbreck	0	L	NA		Cumulative effects on heritage are
	Fleetwood Rd	0	L	NA		

<p><b>cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	Dowbridge	?	L	NA	<p>At this stage, there are no known heritage features on the sites.</p> <p>However, the area around Dowbridge is known to be part of a former Roman settlement. Whether or not this includes areas within the proposed site is not known.</p> <p><i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i></p>	<p>uncertain at present although further research may reveal archaeology in one or more of the sites.</p>
	Blackpool Rd	0	L	NA		
	Weeton Rd Sth	0	L	NA	<p>At this stage, there are no known heritage features on the sites although historic artefacts have been found in the urban areas of Wesham and Kirkham in the past. <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy ENV6.</i></p>	
	Weeton Rd Nth	0	L	NA		
	Pitfield	0	L	NA		
	East Wesham	0	L	NA		
Greenhalgh	0	L	NA			
<p><b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood</p>	Mowbreck	0	NA	NA	<p>The sites do not lie within a flood risk area. A pond and some drains are present on or adjacent to the site. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1. See provisions of Policy ENV6.</i></p> <p><i>Specific provisions should be made for the protection of the water and biological quality of Bradkirk Brook.</i></p>	<p>Some development is proposed near to flood zones which would need to be avoided. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid</p>
	Fleetwood Rd	0	NA	NA		
	Dowbridge	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>Some of the site lies within Flood Zone 2 associated with Dow and Spen Brooks which border the site. Development would need to avoid these areas and comply with NPPF and EA guidance. Dow Brook is listed as having moderate ecological quality in the RBMP. A pond is also present. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.</p> <p><i>See provisions of Policy CL1 and Policy ENV6. 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 Spen and Dow Brooks.</i></p>	

mitigation measures, such as Sustainable Drainage Systems (SuDS)	Blackpool Rd	-	L-T, D, R, M	On site and adjacent areas.	Part of the site includes Flood Zone 2 and 3 associated with Wrongway Brook. Development would need to avoid these areas and comply with NPPF and EA guidance. Wrongway Brook is listed as having moderate ecological quality in the RBMP. Ponds are also present. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.  <i>See provisions of Policy CL1 and Policy ENV6. 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 Wrongway Brook.</i>	pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no loss in these features.
	Weeton Rd Sth	-	L-T, D, R, M	On site and adjacent areas.	Part of the site includes Flood Zone 2. Development would need to avoid these areas and comply with NPPF and EA guidance. Ponds are also present. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.  <i>See provisions of Policy CL1 and Policy ENV6. Development in the flood plain should be avoided through appropriate design.</i>	
	Weeton Rd Nth	0	NA	NA	The sites do not lie within a flood risk area. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. See provisions of Policy CL1. See provisions of Policy ENV6.	
	Pitfield	0	NA	NA		
	East Wesham	-	S, M, L-T, D, R, M	On site and adjacent areas.	Part of the sites includes Flood Zone 2. Development would need to avoid these areas and comply with NPPF and EA guidance. Ponds are also present. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.	
	Greenhalgh	-	S, M, L-T, D, R, M	On site and adjacent areas.	<i>See provisions of Policy CL1 and Policy ENV6. Development in the flood plain should be avoided through appropriate design. Specific provisions should be made for the protection of the adjacent watercourse at Greenhalgh.</i>	

<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sup>2</sup> emissions from the transport sector	Mowbreck	+/-	S, M, L-T, I, R, M	Site, Wesham and surrounding road network.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially as there is ready road access via the A585 to the M55. However, impacts are reduced due to the sites' locations within walking distance to amenities and the commitments of Policies CL2-4. The employment and leisure proposals for Fleetwood Road are also adjacent to residential areas although the site may also attract traffic from other parts of the Borough via the M55. <i>See provisions of Policy ENV6. A travel plan would also be beneficial for the Fleetwood Road site.</i>	Cumulatively, despite the relative adjacency of development to Wesham and Kirkham centres and sustainable travel, carbon emissions will increase, albeit that the proposed locations appear to minimise this growth compared to other options.
	Fleetwood Rd	+/-	S, M, L-T, I, R, M	Site, Wesham and surrounding road network.		
	Dowbridge	+/-	S, M, L-T, I, R, M	Site, Kirkham and surrounding road network.		
	Blackpool Rd	+/-	L-T, I, R, M	Site, Kirkham and surrounding road network.		
	Weeton Rd Sth	+/-	S, M, L-T, I, R, M	Site, Wesham/ Kirkham and surrounding road network.	New development will always create a greater demand for energy and car travel especially as there is ready road access to the sites. However, impacts are reduced due to the sites' locations near to Wesham/ Kirkham via public transport. <i>See provisions of Policies ENV6 and CL2-4.</i>	
	Weeton Rd Nth	+/-	S, M, L-T, I, R, M			
	Pitfield	+/-	S, M, L-T, I, R, M			
	East Wesham	-	S, M, L-T, I, R, M	Site, Wesham/ Kirkham and surrounding road network.	In addition to the above comments, this is a large site that is currently poorly served by public transport which would lead to a higher dependence on cars and subsequent carbon emissions.	

	Greenhalgh	-	S, M, L-T, I, R, M	Site and junction 3 area.	This site is also poorly served by public transport and may lead to increased congestion at junction 3 of the M55 giving rise to a possible increase in carbon emissions.	
<b>15. Protect and improve air quality</b> Protect and improve local air quality	Mowbreck	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality in an area which currently has no significant concerns.	There are no AQMAs in Kirkam or Wesham and individually the traffic generated by the sites is unlikely to cause a significant deterioration in air quality. However, there is a greater cumulative possibility of adverse effects occurring, particularly once the larger site at Blackpool Road has been developed in the long-term. An assessment of cumulative air quality impacts is recommended for this development.
	Fleetwood Rd	0	NA	NA		
	Dowbridge	0	NA	NA		
	Blackpool Rd	0	NA	NA		
	Weeton Rd Sth	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality in an area which currently has no significant concerns.	
	Weeton Rd Nth	0	NA	NA		
	Pitfield	0	NA	NA		

	East Wesham	-	S, M, L-T, I, IR, L	Within site and surrounding road network.	This site is a little larger than the other sites proposed and is poorly served by public transport. It is possible that traffic generated by this site would result in notable emissions although this would need to be confirmed through appropriate modelling. <i>A green travel plan should be proposed.</i>	
	Greenhalgh	-	S, M, L-T, I, IR, L	Around junction 3.	Development at this junction is likely to add to traffic congestion. Although this is not considered to be an air quality hotspot, the increase in traffic may result in localised issues although this would need to be confirmed.	
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of	Mowbreck	-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. All of the sites are on greenfield land. The Mowbreck, Dowbridge and Blackpool Road sites also use greenfield land which partly covers a minerals safeguarding area. The Blackpool Road site also includes a Peat Safeguarding Area which may act as a carbon sink.  <i>Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits at Blackpool Road. See provisions of Policy CL4.</i>	All of the sites use greenfield agricultural land (grades 2-3) which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the minerals and peat resource.
	Fleetwood Rd	-	S, M, L-T, I, IR, M	Within site.		
	Dowbridge	-	S, M, L-T, I, IR, M	Within site.		
	Blackpool Rd	-	L-T, I, IR, M	Within site.		
	Weeton Rd Sth	-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. All of the sites are on greenfield land. The Pitfield and	
	Weeton Rd Nth	-	S, M, L-T, I, IR, M	Within site.		

brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled	Pitfield	-	S, M, L-T, I, IR, M	Within site.	east of Wesham sites also use greenfield land which partly covers a minerals safeguarding area. <i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i>	
	East Wesham	-	S, M, L-T, I, IR, M	Within site.		
	Greenhalgh	-	S, M, L-T, I, IR, M	Within site.		

## Ch 8 General Development Policies

Policy GD1: Settlement Boundaries

Policy GD2: Area of Separation

Policy GD3: Promoting Mixed Use Development

Policy GD4: Large Developed Sites in the Countryside

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	GD1: <b>0</b>	<b>S, M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. This Policy is not likely to have an effect on crime, disorder or fear of crime.
	GD2: <b>0</b>			Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. The area will be a focus for Green Infrastructure. This Policy is not likely to have an effect on crime, disorder or fear of crime.
	GD3: <b>+/-</b>			Policy GD3 promotes mixed use development, where local service uses are located alongside residential and other uses, which could include businesses and open space. Mixed uses can help promote natural surveillance. This has potential to reduce crime, disorder or fear of crime, particularly if security by design measures are adopted. However employment sites have a higher potential to attract crime than residential.
	GD4: <b>0</b>			Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside providing the proposals would have no greater impact on the character, appearance or nature conservation value of the countryside, Areas of Separation or Green Belt than the existing development. This is not likely to have an effect on crime, disorder or fear of crime.  <i>It is recommended that security design measures in developments should be adopted.</i>
<b>2. Improve levels of educational attainment and encourage lifelong learning</b> Maintain and increase levels of participation and	GD1: <b>0</b>	<b>S, M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea	Policies GD1, GD2 and GD4 are not expected to affect levels of educational attainment or lifelong learning.
	GD2: <b>0</b>			Policy GD3 promotes mixed use development, where local services uses are located alongside residential and other uses, which could include businesses and open space. It is not clear whether local service uses or businesses would include opportunities for learning or training. If so, then the Policy could have a positive effect on this SA Objective.
	GD3: <b>?</b>			
	GD4: <b>0</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>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>Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p><i>It is recommended that community facilities should be multifunctional – this could include areas for skills training programmes. Local businesses should be encouraged to provide training or apprenticeships to local people.</i></p>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>GD1: +</p> <p>GD2: +</p> <p>GD3: +</p> <p>GD4: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Development proposals on greenfield sites within settlement boundaries will be assessed, among other policies, against policies on open and recreational space. Protection of open and recreational space could have an indirect positive effect on health.</p> <p>Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. The area will be a focus for Green Infrastructure. Protection of open and recreational space as part of the Green Infrastructure could have an indirect positive effect on the health of residents in Wrea Green and Kirkham. This is particularly relevant to Kirkham South, which is one of the Lower level Super Output Areas (LSOAs) in the bottom 30% for health deprivation and disability.</p> <p>Policy GD3 promotes mixed use development, where local service uses are located alongside residential and other uses, which could include businesses and open space. Incorporating open space among the uses and integration of live/work units, which facilitate flexible working practices could have an indirect effect on health.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside providing the proposals would have no greater impact on the character, appearance or nature conservation value of the countryside, Areas of Separation or Green Belt than the existing development. Protecting the countryside and open areas could have a positive effect upon health.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<i>Developments should be encouraged to provide enhancements to open spaces to encourage people to use them.</i>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	GD1: <b>0</b>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	Policy GD1 is not expected to affect housing provision.
	GD2: <b>-</b>			Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. This Policy is not likely to contribute to housing provision and may indirectly limit provision of housing within the Area of Separation.
	GD3: <b>+</b>			Policy GD3 promotes mixed use development, which includes residential uses. This Policy has potential to directly contribute to housing provision. There is a need for more affordable family housing, particularly in Lytham and St. Annes and this Policy has potential to contribute to this.
	GD4: <b>0</b>			Policy GD4 is not expected to affect housing provision.  <i>There is a need for affordable family housing in the Borough, particularly in Lytham St. Annes. The provision of affordable housing should be considered when developments are proposed.</i>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	GD1: <b>0</b>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g.</p>	Policies GD1, GD2 and GD4 are not expected to affect community spirit and cohesion.
	GD2: <b>0</b>			Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to indirectly contribute to community cohesion and social groups by providing places where people can interact.
	GD3: <b>+</b>			
	GD4: <b>0</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Kirkham Prison and Weeton Camp)	
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>GD1: +</p> <p>GD2: 0</p> <p>GD3: ++</p> <p>GD4: ?</p>	<p><b>S, M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Locating developments within settlements could provide easy access to the settlement centre and other local services by foot or by cycling.</p> <p>Policy GD2 is not likely to contribute to sustainable access.</p> <p>Policy GD3 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.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. It is unclear how this Policy could relate to improving access to services.</p> <p><i>It is recommended that provision of walking and cycling routes should be promoted.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	GD1: +	<b>M, L-T</b>  <b>D</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Locating developments within settlements could contribute to economic growth through small scale and low intensity uses.
	GD2: 0			Policy GD2 is not likely to contribute to economic growth or business development.
	GD3: +			Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to contribute to economic growth through new businesses, live/work units and employment provided through local services uses.
	GD4: +			Policy GD4 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.  <i>It is recommended that new businesses should be encouraged to locate within the settlements and in the redeveloped sites.</i>
<b>8. Promote economic inclusion</b>  Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	GD1: +	<b>M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development	Policy GD1 relates to development in settlement boundaries. Locating developments which are small scale and low intensity within settlements could contribute to economic inclusion. It could also improve accessibility to employment opportunities for local residents.
	GD2: 0			Policy GD2 is not likely to contribute to economic inclusion.
	GD3: +			Policy GD3 promotes mixed use development, which includes providing local services uses alongside residential uses. This Policy has potential to contribute to economic inclusion through new businesses, live/work units and employment provided through local service uses. The effect would be greater for areas where there is high unemployment, such as in Lytham St. Annes and areas south of the Borough.
	GD4: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policy GD4 could indirectly contribute to economic inclusion by providing employment to local people. <i>New businesses should be encouraged to locate within the settlements and in the redeveloped sites.</i>
<p><b>9. Deliver urban renaissance</b></p> <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>Protect and enhance townscape character and quality</p> <p>Promote the development of multi-functional green infrastructure in urban areas</p>	<p>GD1: +</p> <p>GD2: +</p> <p>GD3: +</p> <p>GD4: -</p>	<p><b>S, M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to development in settlement boundaries, where development will be directed towards existing settlements. Locating developments which are small scale and low intensity within settlements could contribute to the vitality and vibrancy of these settlements. This Policy also provides for the consideration of the site's impact on visual value and could have a positive effect on the townscape and built environment. Developments within settlements would have easy access to the settlement centres.</p> <p>Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. This Policy is likely to contribute to the green infrastructure in the Borough. It would also enhance the character of Wrea Green and Kirkham.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to contribute to vitality and vibrancy in the settlements. This Policy also provides for the consideration of the site's impact on visual value and could have a positive effect on the townscape and built environment.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. This Policy may detract from town centre investment.</p> <p><i>It is recommended that designs for developments should consider townscape character.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Enhance the reputation of urban areas as places to live, work and visit				
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered 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>GD1: +/-</p> <p>GD2: +</p> <p>GD3: +/-</p> <p>GD4: ?</p>	<p><b>S, M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. This will help protect the Green Belt and help contribute to protecting wildlife. However, the Policy also provides for development proposals on greenfield sites within settlement boundaries. Although the proposals will be assessed against policies relating to open spaces and nature conservation, there is likely to be potential impact on biodiversity.</p> <p>Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area 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 to access open spaces.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. This Policy has potential to contribute to open space provision but development may also be located in greenfield sites and open spaces, which would impact on biodiversity. Brownfield sites may also have biodiversity value, which could be affected by development.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. This Policy has the potential for enhancement but would depend on the design.</p> <p><i>It is recommended that opportunities for bio enhancement should be encouraged in developments.</i></p>
<p><b>11. Protect and enhance landscape and townscape character</b></p>	<p>GD1: +</p> <p>GD2: ++</p> <p>GD3: ?</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p>	<p>Covers settlements, greenbelt and areas of</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. This will help protect the Green Belt and help protect the landscape. This Policy also provides for the consideration of the site's impact on visual value and could have a positive</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>and quality and protect tranquillity</b></p> <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>	GD4: ?	<b>M</b>	separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	<p>effect on the townscape and built environment. However, contributions to sustainability would depend on the design and standards to be achieved against the Code for Sustainable Homes.</p> <p>Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. This Policy is likely to contribute to the green infrastructure and landscape in the Wrea Green and Kirkham area. Since there will be no development in the area, there will be no increase in light and noise pollution.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. This Policy has potential to contribute to townscape character but it would depend on the design. The promotion of sustainable design principles in the development of new housing should be encouraged. This could include standards to be achieved against the Code for Sustainable Homes.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. This Policy has the potential to enhance the landscape but would depend on the design.</p> <p><i>It is recommended that design should consider landscape and townscape character and ensure that Code for Sustainable Homes standards are met.</i></p>
<p><b>12. Protect and enhance the cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	<p>GD1: ?</p> <p>GD2: +</p> <p>GD3: 0</p> <p>GD4: 0</p>	<b>S,M, L-T D,I R M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g.	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Large areas of Lytham and St. Annes are designated as Conservation Areas and contain many listed buildings. Many of the listed buildings are situated in Lytham, St. Annes and Kirkham. The effect of developments would depend on the design, which should have regard to these listed buildings and townscape character.</p> <p>Policy GD2, by maintaining the Area of Separation, could protect the setting of Kirkham.</p> <p>Policy GD3 promotes mixed use development. The fact that development would be mixed-use would not affect its impact on heritage.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. This Policy</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Kirkham Prison and Weeton Camp)	is not likely to affect cultural heritage resources considering the site would already have been disturbed/ developed. <i>It is recommended that design of developments should consider landscape and townscape character and provide enhancements, where possible.</i>
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b>  Encourage sustainable use of water resources  Protect and enhance ground and surface water quality  Protect and enhance coastal water quality  Reduce and manage flooding  Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	GD1: -	<b>M, L-T</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Large areas of Fylde are low-lying and coastal and consequently at risk of coastal and fluvial flooding. The main areas at risk are the settlements of Warton and Freckleton which may be affected by the Ribble Estuary in the south, and also coastal areas at Lytham and St. Annes. If developments are located in these areas, there is a risk of flooding. The use of Sustainable Drainage Systems should be encouraged in these areas.  Policy GD2 states that the character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham will be maintained as an Area of Separation. There are areas north of Kirkham which are within Flood Zones 2 and 3. This Policy is not expected to affect flood risk in the area.  Policy GD3 promotes mixed use development. The fact it is mixed use would not necessarily affect the impacts on the water environment more than single use.  Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There may be increase in use of water resources as a result of development although it depends on what the end use is compared to the agricultural use and how it is designed.  <i>It is recommended that design should incorporate sustainability measures (e.g. reduce water use, use of grey water) and ensure that Code for Sustainable Homes and BREEAM standards are achieved. Promote use of SuDS.</i>
	GD2: 0			
	GD3: 0			
	GD4: 0			
	GD1: +			Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Developments within settlements will help promote walking and cycling to the settlement centre. Therefore, this Policy has potential to reduce CO <sub>2</sub> emissions from vehicles.
	GD2: 0			
	GD3: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	GD4: ?			<p>Policy GD2 is not expected to affect carbon emissions or energy use.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. Effect on climate change would depend on the design and standards to be achieved against the Code for Sustainable Homes however it should also reduce the need to travel between homes and jobs and hence reduce the carbon emissions from vehicles.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased energy usage as a result of development but this depends on what the previous and proposed land use is. Contributions to sustainability would depend on the design and standards to be achieved against BREEAM.</p> <p><i>It is recommended that design should incorporate sustainability measures (e.g. reduced energy use) and ensure that Code for Sustainable Homes and BREEAM standards are achieved.</i></p>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	GD1: +			<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Developments within settlements will help promote walking and cycling to the settlement centre. Therefore, this Policy has potential to reduce emissions from vehicles and protect air quality.</p> <p>Policy GD2 is not likely to affect air quality. There are no air quality issues in the area.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. Since developments are proposed to be located within settlements, and people may work in local businesses or in work/live units, travelling and hence vehicular emissions may be reduced.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased travel by car since these sites are located in the countryside. Although it depends on the past and proposed land uses.</p> <p><i>It is recommended that walking and cycling should be promoted by providing walking and cycling routes.</i></p>
	GD2: 0			
	GD3: +			
	GD4: ?			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>GD1: +</p> <p>GD2: 0</p> <p>GD3: 0</p> <p>GD4: -</p>			<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements, which include brownfield land. Effect on sustainability would depend on the design and standards to be achieved against the Code for Sustainable Homes.</p> <p>Policy GD2 is not likely to affect the sustainable use of resources.</p> <p>Policy GD3 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. The mixed use nature of the development is unlikely to result in a significant increase in resource use compared with single use.</p> <p>Policy GD4 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased resource use as a result of redevelopment activities on a large scale. Contributions to sustainability would depend on the design and standards to be achieved against BREEAM.</p> <p><i>It is recommended that waste reduction and recycling should be promoted and encouraged and developments should provide a waste recycling area. It should be ensured that Code for Sustainable Homes and BREEAM standards are achieved.</i></p>

## Ch 9 The Fylde Economy

Policy EC1: Overall Provision of Employment Land

Policy EC2: Managing Development of Employment Land

Policy EC3: The Rural Economy

Policy EC4: Maintaining Vibrant Town and Local Centres

Policy EC5: Leisure Culture and Tourism Development

Policy EC6: Leisure Culture and Tourism Accommodation

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse	EC1: - EC2: 0 EC3: 0 EC4: + EC5: 0 EC6: 0	<b>S, M, L-T</b>  <b>I</b> <b>R</b> <b>L</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. Although this Policy could result in employment opportunities, such sites have a greater potential to result in minor crime than residential.  Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. These cover the scale, appearance and landscaping but does not include provisions for security. Although crime rates in Fylde are low compared to those nationally and regionally, crime against property (criminal damage, theft and burglary) are slightly higher than those crimes against individuals.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Encourage security by design			of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.	<p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. It also supports the roll out of high speed broad band and promotes rural tourism. This Policy is not expected to reduce crime.</p> <p>Policy EC4 encourages retail and appropriate town centre development. It also states that uses that involve operational hours in the evening or night should not create inappropriate disturbance to residents or other users of the centre and surrounding areas. Within town centres, a diversity of uses (e.g. cultural facilities, offices and residential uses, restaurants and cafes) that support the vitality of the centre will be encouraged above ground floor level to improve safety and security by increasing natural surveillance of the centre. This Policy could help reduce levels of disorder and fear of crime.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It promotes St. Annes as a classic resort and will support the regeneration of Lytham St. Annes seafront area, promote improvement of manmade coastal defences and encourage businesses. Although this Policy encourages business activities and an increase in visitors, this may reduce crime levels although these could be mitigated through careful design.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation in the primary holiday areas in St. Annes and at Ansdell/Fairhaven. It also includes the development of additional leisure, culture and tourism uses at Ribby Hall Village and limited increase in static and touring caravan and camping pitches. There are no specific provisions in this Policy relating to reducing crime, anti-social behaviour and fear of crime and an increase in visitors, this may reduce crime levels although these could be mitigated through careful design.</p> <p><i>It is recommended that security by design measures should be included in the design of development proposals.</i></p>
2. Improve levels of educational attainment and encourage lifelong learning	EC1: <b>0</b> EC2: <b>+</b> EC3: <b>0</b> EC4: <b>0</b>	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	49 ha of new employment development land consisting of the Blackpool	<p>Policy EC1 could result in employment opportunities, however, there is no provision for training.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. One of the factors is that the Council will seek to ensure that employment opportunities are provided for local people and, where necessary, developers will be encouraged</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Maintain and increase levels of participation and attainment in education for all members of society.  Improve the provision of education and training facilities  Improve access to and involvement in lifelong learning opportunities.	EC5: <b>0</b>		International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.	to implement relevant training programmes. This Policy has potential to contribute to the provision of training facilities.  Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. There is no reference to the provision of training.  Policy EC4 encourages retail and appropriate town centre development. There is no reference to provision of training.  Policy EC5 and EC 6 sets out how the Council will plan for leisure, culture and tourism development and accommodation. There is no reference to provision of training.  <i>It is recommended that provision of training in the leisure, culture or tourism development should be encouraged.</i>
	EC6: <b>0</b>			
<b>3.Improve physical and mental health for all and reduce health inequalities</b>  Reduce health inequalities amongst different groups in the community	EC1: <b>0</b>	<b>M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East	Policy EC1 is not directly linked to health benefits.
	EC2: <b>+</b>			Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy provides that the development must not significantly harm the amenities of nearby occupiers which could prevent conflicts.
	EC3: <b>+</b>			Policy EC3 is not expected to affect health.
	EC4: <b>+</b>			Policy EC4 encourages retail and appropriate town centre development, which could contribute to the development of strong and cohesive communities.
	EC5: <b>+</b>			Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area, which could contribute to the
	EC6: <b>0</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>			<p>of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>development of strong and cohesive communities. Also providing leisure and cultural facilities will be beneficial to the health of the community.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation, and is not expected to contribute to a community's health.</p> <p><i>It is recommended 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.</i></p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	<p>EC1: <b>0</b></p> <p>EC2: <b>0</b></p> <p>EC3: <b>0</b></p> <p>EC4: <b>0</b></p> <p>EC5: <b>0</b></p> <p>EC6: <b>0</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC1, EC2, EC3 and EC 4 relate to employment and do not cover housing.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation. Although it covers holiday caravans, conversion of these into residential purposes will be resisted. As such, this Policy is not expected to contribute to housing.</p>
	<p>EC1: <b>0</b></p> <p>EC2: <b>+</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p>	<p>49 ha of new employment</p>	<p>Policy EC1 is not likely to contribute to community cohesion.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	EC3: <b>0</b>	<b>R M</b>	development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Whyndyke Farm, Blackpool Periphery; Land North of Blackpool Road, Kirkham.	Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy provides that the development must not significantly harm the amenities of nearby occupiers and this could prevent conflicts. This may support community cohesion by reducing conflict.
	EC4: <b>+</b>			Policy EC3 is not expected to contribute to community cohesion.
	EC5: <b>+</b>			Policy EC4 encourages retail and appropriate town centre development, which includes cultural facilities, restaurants and cafes where people could meet and socialise. Town centre development could also provide opportunities for community involvement and indirectly contribute to the development of strong and cohesive communities.
	EC6: <b>0</b>			Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area, which could provide opportunities for community involvement and for all social groups to participate. This Policy has potential to indirectly contribute to the development of strong and cohesive communities.
				Policy EC6 covers leisure, culture and tourism accommodation which is not expected to contribute to the community cohesion since these will be focused on visitors and tourists. <i>Provide opportunities for community involvement in the town centre, leisure and cultural development.</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <p>Ensure that public transport services meet people's needs</p> <p>Ensure that highways infrastructure meets people's needs (including</p>	EC1: <b>+</b>	<b>M, L-T I R M</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. These areas are close to population centres and accessible to public transport. It would therefore contribute to access to jobs.
	EC2: <b>+</b>			One of the factors to be taken into account in Policy EC2 is that the scale of development would be compatible with the level of existing and potential public transport accessibility and on- street parking. If additional infrastructure is required, the development will be required to fund the necessary infrastructure. This Policy supports improved access to jobs.
	EC3: <b>+</b>			
	EC4: <b>+</b>			
	EC5: <b>+</b>			
	EC6: <b>0</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>			<p>Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy promotes walking, cycling, and bridle routes including linkages to national networks, which should help improve access.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. As such, it would improve access to basic goods to centres.</p> <p>Policy EC5 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 improve access to cultural and recreational facilities.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation which will benefit visitors and tourists. It is not likely to directly contribute to access for the community.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p>	<p>EC1: ++</p> <p>EC2: +</p> <p>EC3: +</p> <p>EC4: +</p> <p>EC5: +</p> <p>EC6: +</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>H</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood</p>	<p>Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. This Policy is expected to contribute strongly to economic growth and business development.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. It requires that development proposals provide for the requirements of local businesses and small firms. It would therefore support economic growth and business development.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>			<p>Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy supports economic growth.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. It therefore provides opportunities for business development.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area and Ansdell/Fairhaven, which would provide opportunities for business development and economic growth.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation which will benefit visitors and tourists. It will support the tourism and those working on the leisure and cultural industries so may indirectly support economic growth.</p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	<p>EC1: +</p> <p>EC2: +</p> <p>EC3: +</p> <p>EC4: +</p> <p>EC5: +</p> <p>EC6: +</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. Areas with the most deprived in terms of unemployment are located in the Blackpool periphery and also near Kirkham. This Policy will therefore provide opportunities to reduce unemployment in these areas.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. One of the criteria is transport accessibility. This Policy has potential to contribute to employment but not necessarily in areas most at need.</p> <p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to contribute to employment in rural areas and potentially to meet rural needs.</p> <p>Policy EC4 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, including those with high unemployment.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area and Ansdell/Fairhaven, which would help reduce unemployment in those areas. Areas with the most deprived in terms of unemployment are located near the Blackpool periphery, which are in the vicinity of Lytham St. Annes. This Policy has potential to provide opportunities for employment in areas of most need.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				Policy EC6 covers leisure, culture and tourism accommodation and hotels will be permitted in the primary holiday areas in St. Annes, so there is potential for employment in areas of greatest need.
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means Promote adjacency of employment, recreation and residential areas in urban areas Support the preservation and / or development of a high quality built environment Protect and enhance townscape character and quality Promote the development of multi-functional green	EC1: +	<b>M, L-T</b> <b>I,D</b> <b>R</b> <b>M</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. This Policy will help improve the vitality of these areas widely benefiting the adjoining urban areas.
	EC2: +			Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy requires a landscape masterplan and that the development would not cause adverse environmental impact on the surrounding area. It therefore supports the protection and enhancement of urban areas.
	EC3: 0			Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. It is not expected to contribute to urban renaissance.
	EC4: +			Policy EC4 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.
	EC5: +			Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area and Ansdell/Fairhaven, which would contribute to the vitality and vibrancy of those areas.
	EC6: +			Policy EC6 covers leisure, culture and tourism accommodation and this will contribute to these industries as well as the vibrancy and vitality of tourism areas.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>infrastructure in urban areas</p> <p>Enhance the reputation of urban areas as places to live, work and visit</p>				
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered 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>EC1: -</p> <p>EC2: +</p> <p>EC3: +/-</p> <p>EC4: 0</p> <p>EC5: -</p> <p>EC6: ?</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. Many of the sites prepared are on Greenfield land so this Policy has potential to adversely impact biodiversity. There is Green Belt land in the vicinity of the airport and near Kirkham.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. These include not causing unacceptable adverse environmental impact.</p> <p>Policy EC3 seeks to retain continued employment use of existing sites in rural areas. This Policy has potential to impact biodiversity but it depends how impactful previous uses were. The Policy also references the need to conform with other plan Policies which include environmental protection. It also provides for the promotion and enhancement of rural tourism, including the Ribble Coast and Wetlands Regional Park and Coastal Parkway.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to impact biodiversity, although town centre and brownfield sites are usually (although not always) less biodiverse than rural, Greenfield sites.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. The Policy has potential to impact biodiversity if it results in greater visitor pressure along the protected areas of coastline.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation and has potential to impact biodiversity if it is proposed in a sensitive area though it is uncertain at this scale.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<i>It is recommended that mitigations outlined in Policies ENV1-ENV6 are cross referenced to strengthen factors set out in Policy EC2 that refer to development proposals not causing unacceptable adverse environmental impact. 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.</i>
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	EC1: -	<b>M, L-T I,D R L</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. This Policy has potential to adversely impact landscape/townscape character especially as many of the sites are on Greenfield land and urban fringe locations.
	EC2: +			Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy states that development should be compatible with the character of the area and its surroundings.
	EC3: +/-			Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to impact rural landscape but this Policy also promotes the enhancement of rural tourism and would indirectly protect natural and heritage assets. The impacts will depend on the nature of new developments compared with previous.
	EC4: 0			Policy EC4 encourages retail and appropriate town centre development and it supports retail and other uses in district local centres. Town centres are designed for retail use so as long as it is appropriately designed, adverse effects should not be realised.
	EC5: 0			Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has potential to increase noise and light pollution although such effects should be easily mitigated.
	EC6: +/-			Policy EC6 covers leisure, culture and tourism accommodation and has the potential to impact townscape character, depending on the design. <i>Ensure that developments take account of the character of the area.</i>
	EC1: ?	<b>M, L-T</b>		

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>12. Protect and enhance the cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	EC2: ?	<p><b>I, D</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC1 states that development has potential to adversely impact heritage resources although it is uncertain if developments and heritage features would coincide.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy states that development should be compatible with the character of the area and its surroundings but does not refer to historic buildings or archaeological resources.</p> <p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to impact rural landscape but this Policy also promotes the enhancement of rural tourism which would indirectly protect natural and heritage assets.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to impact heritage resources including the setting of Conservation Areas and Listed Buildings. However it should be feasible to mitigate any impacts through careful design.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has potential to protect and enhance cultural heritage. Large areas of Lytham St. Annes are designated as Conservation Areas and contain many Listed Buildings. Many of the Listed Buildings are situated in Lytham, St. Annes and Kirkham. The effect of developments would depend on the design, which should have regard to these listed buildings and townscape character.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation including hotels in St Annes. There are a number of listed buildings in the area and this Policy has the potential to impact archaeological resources depending on the design.</p> <p><i>It should be ensured that developments do not impact heritage resources.</i></p>
	EC3: +/-			
	EC4: ?			
	EC5: +			
	EC6: ?			
<p><b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b></p>	EC1: -	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International</p>	<p>Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. This Policy has potential to increase water use. Large areas of Fylde are low-lying and coastal and consequently at risk of coastal and fluvial flooding. Some sites include small areas of land within flood risk areas. The main areas at risk are from the Ribble Estuary in the south, affecting the settlements of Warton and Freckleton, and also coastal areas at Lytham St. Annes.</p>
	EC2: -			
	EC3: 0			
	EC4: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)</p>	<p>EC5: <b>0</b></p> <p>EC6: <b>0</b></p>		<p>Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Blackpool Periphery; Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will increase water use.</p> <p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. Developments will increase water use although not necessarily in comparison to previous land-uses on site.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to increase water use.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has the potential to increase water use. The coastal areas at Lytham and St Anne's are at risk of flooding.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation including hotels in St Annes. Hotels and other developments will increase water use. Also, the coastal areas at Lytham and St Annes are at risk of flooding.</p> <p><i>It is recommended that the use of SuDs should be incorporated into development. Reference should also be made to the mitigation provided in Policy CL4.</i></p>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	<p>EC1: <b>+/-</b></p> <p>EC2: <b>+/-</b></p> <p>EC3: <b>+/-</b></p> <p>EC4: <b>+/-</b></p> <p>EC5: <b>-</b></p> <p>EC6: <b>-</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke</p>	<p>Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. This Policy has potential to increase energy use. In selecting employment land, accessibility to public transport was considered.</p> <p>Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will increase energy use. However, one of the factors to be considered relates to public transport accessibility and on street parking.</p> <p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. Developments will increase energy use and sites may not be accessible by public transport. However, the Policy promotes cycling, walking and bridle routes.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to increase energy use but centres should be accessible to people living in the vicinity.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Farm, Land North of Blackpool Road, Kirkham.	Policies EC5 and EC6 set out how the Council will plan for leisure, culture, tourism development and accommodation. These Policies have the potential to increase energy use. Transport by car to tourism areas may also increase car use and consequent CO <sub>2</sub> emissions. <i>The use of renewable energy in developments should be considered. Reference should also be made to Policy CL4.</i>
<b>15. Protect and improve air quality</b> Protect and improve local air quality	EC1: +/-	<b>M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	49 ha of new employment development land consisting of the Blackpool International Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. However, a number of sites are located near to public transport with the aims of reducing vehicular transmissions.
	EC2: +			Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. One of the factors to be considered relates to public transport accessibility and on street parking.
	EC3: +/-			Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. Sites may not be accessible by public transport. However, the Policy promotes cycling, walking and bridle routes.
	EC4: +			Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. Centres should be accessible to people living in the vicinity and also to public transport.
	EC5: +/-			Policies EC5 and EC6 set out how the Council will plan for leisure, culture and tourism development and accommodation. St. Annes is accessible by public transport but transport by car to tourism areas may also increase car use and consequent CO <sub>2</sub> emissions.
	EC6: +/-			<i>It is recommended that use of public transport to employment and tourism developments should be promoted.</i>
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials	EC1: -	<b>M, L-T</b>  <b>I,D</b>  <b>R</b>  <b>M</b>	49 ha of new employment development land consisting of the Blackpool International	Policy EC1 states that the delivery of 49 ha of new employment development will be promoted from 2011 up to 2013. Use of natural resources will be required in developments especially as many are on Greenfield sites.
	EC2: +/-			Policy EC2 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will require use of resources. However, this provides the opportunity to develop vacant or derelict land.
	EC3: +/-			
	EC4: +/-			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>EC5: +/-</p> <p>EC6: +/-</p>		<p>Airport; land west of Fleetwood Road; Land East of Cropper Road, Blackpool Periphery; Whyndyke Farm, Land North of Blackpool Road, Kirkham.</p>	<p>Policy EC3 seeks to retain continued employment use of existing sites in employment areas in rural areas. Developments will require use of resources although the Policy suggests they will be on previously developed land.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This provides opportunities to develop vacant or derelict land.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. Developments will require use of resources. This provides opportunities to develop vacant or derelict land.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation including hotels in St. Annes. Developments will require use of resources. This provides opportunities to develop vacant or derelict land.</p> <p><i>It should be ensured that developments meet BREEAM standards. In town centres, the development of brownfield land should be prioritised. Recycling of waste should be promoted.</i></p>

## Ch 10 Provision of Homes in Fylde

Policy H1: Density, Mix and Design of New Residential Development

Policy H2: Conversions and Change of Use to Residential

Policy H3: Affordable Housing

Policy H4: Gypsies, Travellers and Travelling Showpeople's Sites

Policy H5: Isolated New Homes in the Countryside

Policy H6: Replacements of, and Extensions to, Existing Dwellings in the Countryside

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>H1: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to the density, mix and design of new residential development. This Policy states that new residential development will be assessed against Policy ENV6, which includes a provision relating to minimising opportunity for crime and maximising natural surveillance.</p> <p>Policy H2 sets out requirements for conversions and change of use to residential. This Policy does not specifically refer to reducing opportunity for crime.</p> <p>Policy H3 relates to requirements for schemes to provide affordable housing. The affordability element is not considered to have a significant influence on crime.</p> <p>Policy H4 states criteria for planning applications for new gypsies, travellers and travelling showpeople's sites, which does not include any reference to minimising opportunity for crime. Gypsy sites can cause fear of crime in local communities.</p> <p>Policy H5 relates to isolated new homes in the countryside and does not include any reference to minimising opportunity for crime.</p> <p>Policy H6 states criteria for proposals to replace and /or extend existing dwellings in the countryside and does not include reference to minimising opportunity for crime.</p> <p><i>It is recommended that all developments should be encouraged to consider security by design measures.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	H2: 0 H3: 0 H4: - H5: 0 H6: 0			
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	H1: 0 H2: 0 H3: 0 H4: + H5: 0 H6: 0	<b>S, M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	Borough wide	<p>Policy H1, H2, H3, H5 and H6 relate to new residential development, conversions, affordable housing, new homes and replacements or extensions to existing dwellings in the countryside respectively and do not make any reference to educational facilities.</p> <p>Policy H4 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement which can provide education infrastructure. This Policy therefore seeks to provide access to education facilities.</p>
	H1: + H2: 0 H3: ++ H4: +	<b>S, M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	Borough wide	<p>Policy H1 has potential to improve health in new residential developments. It requires that new developments should meet Design and Quality Standards, which would indirectly benefit the health of would be residents. Also, it seeks to ensure that there is adequate open space, which could indirectly contribute to health benefits. New developments of more than 15 homes are also required to build 25% to Lifetime Home Standards, which</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>H5: 0</p> <p>H6: 0</p>			<p>would benefit the elderly and those with limited mobility, and indirectly their health. The proportion of the population over retirement age has increased since 2001 and there is a large elderly population in the Borough. This Policy is expected to reduce health inequalities in the Borough.</p> <p>Policy H2, H5 and H6 relate to conversions, new homes and replacements or extensions to existing dwellings in the countryside respectively. The health benefits will be limited to the people who will occupy these homes.</p> <p>Policy H3 on affordable housing will also be required to meet Design and Quality Standards and also to build 25% to Lifetime Home Standards, which would benefit the elderly and those with limited mobility who may occupy them. This Policy is expected to reduce health inequalities in the Borough.</p> <p>Policy H4 states that the the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement which can provide health and welfare infrastructure and that local noise and air quality should not impact the health and wellbeing of travellers. This Policy is expected to reduce health inequalities in respect of travellers.</p> <p><i>It is recommended that Design and Quality Standards should be applied to all developments. Code for Sustainable Homes standards should also be achieved for all developments.</i></p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p>	<p>H1: ++</p> <p>H2: +</p> <p>H3: ++</p> <p>H4: +</p> <p>H5: +</p> <p>H6: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 seeks to provide 2-3 bedroom family homes in Lytham and St Annes, Kirkham, Wesham, Freckleton and Warton to address the lack of family accommodation in these areas. This Policy states that new residential developments should meet the Homes and Communities Agency ‘Design and Quality Standards’.</p> <p>Policy H2 sets out requirements for conversions and change of use to residential. This Policy is expected to contribute to housing provision.</p> <p>Policy H3 states that residential developments with or adjacent to urban areas of Lytham and St Annes, Blackpool, Kirkham, Wesham, Warton and Freckleton, the provision of</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Increase the availability of affordable housing				<p>affordable housing will be to meet Borough wide requirements. 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.</p> <p>Policy H4 states criteria for planning applications for new gypsies, travellers and travelling showpeople's sites, which would address housing needs for gypsies and travellers.</p> <p>Policy H5 and PH6 relates to isolated new homes in the countryside and to replace and /or extend existing dwellings in the countryside so that it would address the need for housing in rural areas.</p> <p><i>It is recommended that Design and Quality Standards should be applied to all developments. Code of Sustainable Homes standards should also be achieved for all developments.</i></p>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	<p>H1: +</p> <p>H2: 0</p> <p>H3: +</p> <p>H4: +/-</p> <p>H5: 0</p> <p>H6: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 provides for a broad mix of dwelling types, which should indirectly contribute to community cohesion. It also states that homes that are affordable to people working within the local community and those with strong links to the local area, will be encouraged in order to promote the vitality of local business and community life, which would address the sub objective on community involvement.</p> <p>Policy H2 relates to conversions or change of use to residential. Opportunities for community involvement and improvement of relations between social groups are limited.</p> <p>Policy H3 provides for a minimum of 30% affordable housing in new developments which would allow a mix of social groups and contribute to community cohesion.</p> <p>Policy H4 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement so that there is opportunity to mix with other social groups. However, some residents may be fearful of conflict arising.</p> <p>Policies H5 and H6 refer to housing in the countryside, so opportunities for contributing to community cohesion are limited.</p> <p><i>It is recommended that amenity open spaces in large developments where people can congregate should be included.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>H1: +</p> <p>H2: +</p> <p>H3: +</p> <p>H4: +</p> <p>H5: -</p> <p>H6: -</p>	<p><b>S</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 states that the Council will seek to ensure that there will be no unacceptable impact on local infrastructure and that adequate car parking would be provided in higher density developments. Also, higher densities are expected on sites with good access to transport facilities and services. This Policy therefore addresses transport needs for new developments.</p> <p>Policy H2 relates to conversions or change of use to residential and one of the factors to consider in proposals is access to the nearest services and parking provision.</p> <p>Policy H3 seeks to locate affordable housing within or adjacent to urban and rural areas, and it is expected that there will be access to public transport.</p> <p>Policy H4 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and that there should be safe vehicular and pedestrian access to the site and adequate parking for vehicles and other equipment.</p> <p>Policies H5 and H6 refer to housing in the countryside, which would require use of private cars. These Policies are not expected to contribute significantly to this objective.</p>
	<p>H1: 0</p> <p>H2: 0</p>	<p>N/A</p>	<p>Borough wide</p>	<p>Policies H1, H2, H3, H5 and H6 relate to housing provision and although there will be employment opportunities in the construction of new developments, the contribution to</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	H3: 0			economic growth and business development would be limited. Although not mentioned in these Policies, Policy GD3 promotes live/work units, which should contribute to the economy.  Policy H4 states the new Gypsy, Traveller and Travelling Showpeople sites site would be within or adjacent to a settlement and employment infrastructure but opportunity to contribute to the economy would be limited.  <i>It is recommended that more information including location should be provided on the live/work units. Cross references should be made to other Policies such as Policy GD3.</i>
	H4: 0			
	H5: 0			
	H6: 0			
<b>8. Promote economic inclusion</b>  Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	H1: 0	<b>M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Borough wide	Policies H1, H2, H3, H5 and H6 relate to housing provision although there will be employment opportunities in the construction of new developments. Also, H3 seeks to provide affordable housing near urban and rural settlements where there may be employment opportunities.  Policy H4 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and employment infrastructure so there is some potential to access employment opportunities.
	H2: 0			
	H3: +			
	H4: +			
	H5: 0			
	H6: 0			
<b>9. Deliver urban renaissance</b>	H1: ?	<b>M, L-T</b>  <b>I, D</b>	Borough wide	Policy H1 states that homes that are affordable to people working within the local community and those with strong links to the local area, will be encouraged in order to
	H2: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>Protect and enhance townscape character and quality</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>H3: +</p> <p>H4: 0</p> <p>H5: 0</p> <p>H6: 0</p>	<p><b>R</b></p> <p><b>M</b></p>		<p>promote the vitality of local business and community life. This Policy seeks to provide of family homes in Lytham, St. Annes, Kirkham, Wesham, Freckleton and Warton, which would contribute to the vitality of these areas. This Policy encourages good design and refers to meeting the requirements of Policy ENV6: Good Design in New Development.</p> <p>Policy H2 relates to conversions or change of use to residential. This could provide an opportunity to improve the quality of housing stock although this is uncertain.</p> <p>Policy H3 provides for 30% affordable housing in new developments, which should also meet design standards as stated in H1.</p> <p>Policies H4 and H5 refer to housing in the countryside and not urban areas.</p> <p><i>It is recommended that conversions should also be required to achieve the Code for Sustainable Homes standards.</i></p>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered species</p>	<p>H1: +</p> <p>H2: ?</p> <p>H3: 0</p> <p>H4: 0</p> <p>H5: ?</p> <p>H6: 0</p>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 states that adequate open space should be provided for high density developments, which could contribute to biodiversity resources. It also requires that designs meet Policy ENV6, by providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, providing open space and enhancing the public realm.</p> <p>Policy H2 is unlikely to have an impact on biodiversity since it relates to conversions or change of use to residential. However, some buildings may contain bats or barn owls so surveys and appropriate mitigation would be required.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>				<p>Policy H3 relates to provision of affordable housing in new developments. The housing type is not expected to affect biodiversity.</p> <p>Policy H4 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and that it should protect the local environment which should include biodiversity.</p> <p>Policy H5 refers to new housing in the countryside, so there is potential to affect biodiversity although new developments have to meet Policy ENV6 requirements so this is uncertain.</p> <p>Policy H6 refers to replacements of and extensions to existing dwellings in the countryside. The impact of this Policy on biodiversity would be limited.</p> <p><i>It is recommended that developers should be encouraged to include enhancement measures in open spaces and landscaping to maximise contribution to biodiversity resources. Studies where appropriate should be undertaken into potential for the presence of protected species in conversions.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>H1: +</p> <p>H2: +</p> <p>H3: 0</p> <p>H4: ?</p> <p>H5: +</p> <p>H6: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 refers to meeting the Homes and Communities Agency 'Design and Quality Standards', which include design criteria relating to architecture and townscape. As such, it is expected to be mindful of the townscape.</p> <p>Policy H2 relates to conversions and change of use to residential and states that careful attention should be paid to the amenity of nearby residents, the character of the immediate area and design.</p> <p>Affordable housing provision in H3 is not likely to affect landscape/townscape solely by nature of it being affordable.</p> <p>Policy H4 requires that the design of the site would protect local amenity and the local environment.</p> <p>Policy H5 requires that exceptional quality of design to raise standards of design in the countryside. These include outstanding or innovative design, significantly enhancing its immediate setting and being sensitive to the location of the defining characteristics of the area.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>Policy H6 states that the appearance of the replacement or extended dwelling respects the character of the original building and surrounding rural area with regard to scale, design and use of materials. As such, this Policy promotes sensitive design to take account of the surrounding area.</p> <p><i>It is recommended that good design in conversions should be promoted.</i></p>
<p><b>12. Protect and enhance the cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	<p>H1: +</p> <p>H2: +</p> <p>H3: ?</p> <p>H4: 0</p> <p>H5: +</p> <p>H6: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Borough wide</p>	<p>Policy H1 refers to meeting the Homes and Communities Agency ‘Design and Quality Standards’, which include design criteria relating to architecture and townscape. As such, it is expected to be mindful of the townscape. Large areas of Lytham St. Annes are designated as Conservation Areas and contain many listed buildings. Many of the listed buildings are situated in Lytham, St. Annes and Kirkham. The effect of developments would depend on the design, which should have regard to these listed buildings and townscape character. There are no Scheduled Ancient Monuments in Fylde although there is a possibility of unfound archaeological remains within the historic market town of Kirkham.</p> <p>Policy H2 relates to conversions and change of use to residential and states that careful attention should be paid to the amenity of nearby residents, the character of the immediate area and design. However, the Policy does not reference the need for conversions to be sensitive to the potential for historic value/character of the building being converted.</p> <p>Affordable housing provision in H3 is not likely to affect heritage by the sole nature of it being affordable</p> <p>Policy H4 requires that the design of the new Gypsy, Traveller and Travelling Showpeople sites would protect local amenity and the local environment. This is assumed to include heritage assets and historic character.</p> <p>Policy H5 requires that exceptional quality of design to raise standards of design in the countryside. These include outstanding or innovative design, significantly enhance its immediate setting and be sensitive to the location of the defining characteristics of the area. The Policy also makes specific provision for sensitive consideration of heritage conversions.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>Policy H6 states that the appearance of the replacement or extended dwelling respects the character of the original building and surrounding rural area with regard to scale, design and use of materials. As such, this Policy promotes sensitive design to take account of the surrounding area.</p> <p><i>It is recommended that reference should be made to the provisions of Policy ENV5. Developers should consider the setting of listed buildings in conversions. Measures to enhance historic assets should be considered. Consideration should also be given to not affecting historic character/value of any building being converted.</i></p>
<p><b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)</p>	<p>H1: <b>0</b></p> <p>H2: <b>0</b></p> <p>H3: <b>0</b></p> <p>H4: <b>0</b></p> <p>H5: <b>0</b></p> <p>H6: <b>0</b></p>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policies H1-H3 relate to development type rather than location so are not considered to affect flooding or water pollution. Indeed, by H1 requiring good design it may have the potential to reduce water use and include measures to reduce pollution.</p> <p>H4 requires development to protect the local environment and avoid areas of flood risk.</p> <p>H6 is unlikely to affect water quality or use given the small scale of development extensions likely.</p> <p><i>It is recommended that the provisions of Policy H5 regarding quality, enhancement and character should include protection of water quality. This should be made more specific with regard to protecting the local environment. The use of Sustainable Drainage Systems should be encouraged in these areas. Residential developments to achieve Code of Sustainable Homes standards. Encourage reduction in water use.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	H1: +/-	<b>M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Borough wide	Policies H1, H2, H3, H4, H5, and H6 have potential to increase energy use through the creation of residential development. Policies H1, H2, H3 and H4 seek to locate housing in or within settlements and transport infrastructure, so there is potential to reduce car use and CO <sub>2</sub> emissions in these circumstances. Policy H5 may increase CO <sub>2</sub> emissions since these are located in the countryside and would require travel by car. Policy H6 refers to extensions to existing property but may still result in increased energy use. <i>It is recommended that residential developments should be encouraged to achieve Code of Sustainable Homes standards. Developers should also be encouraged to use reduced energy fittings in homes.</i>
	H2: +/-			
	H3: +/-			
	H4: +/-			
	H5: -			
	H6: -			
<b>15. Protect and improve air quality</b> Protect and improve local air quality	H1: 0	<b>M, L-T</b>  <b>I</b> <b>R</b> <b>M</b>	Borough wide	Air pollution is not regarded as an issue for concern in Fylde. Nitrogen Dioxide (NO <sub>2</sub> ) is monitored in Lytham and St. Annes to monitor traffic pollution, but no AQMAs have been, or are planned to be, designated as a result of this monitoring. Policies H1, H2, H3 and H4 seek to locate housing in or within settlements and near public transport infrastructure, so there is potential to limit car use and minimise an increase in vehicular emissions. Policies H5 and H6 are more likely to require travel by car but these are not likely to have significant impacts on local air quality given the small numbers involved. <i>It is recommended that cycling and walking should be promoted. Links to green infrastructure should be provided.</i>
	H2: 0			
	H3: 0			
	H4: 0			
	H5: 0			
	H6: 0			
<b>16. Ensure the sustainable use of natural resources</b>	H1: +/-	<b>S,M, L-T</b>  <b>I</b> <b>R</b>	Borough wide	Policies H1, H2, H3, H4, H5, and H6 will result in demand for raw materials. There will also be increase in waste. However H1 does seek to minimise this through good design.
	H2: -			
	H3: -			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>H4: -</p> <p>H5: -</p> <p>H6: -</p>	<p><b>M</b></p>		<p><i>It is recommended that recycling and developments should include an area for recycling. Some of the developments could be located in brownfield sites. See mitigation provisions in Policy CL4.</i></p>

## Ch 11 Health and Wellbeing

### Policy HW1: Health and Wellbeing

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on reducing crime, disorder and fear of crime.
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on improving levels of educational attainment and encouraging lifelong learning.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	HW1: ++	<b>S, M, L-T</b> <b>D</b> <b>R</b> <b>H</b>	Key development areas	<p>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.</p> <p>The Policy also seeks to identify sites for new facilities reflecting the spatial distribution of need and accessibility. This will improve access to services for community member and will encourage the development of strong and cohesive communities.</p> <p>Health Impact Screening will also help to reduce health inequalities.</p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	HW1: 0	N/A	N/A	The Policy is not considered to have any significant effect on ensuring that housing provision meets all needs.
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	HW1: +	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas	The Policy seeks to integrate public health principles and planning in order to help reduce health inequalities through the safeguarding and encouragement of allotments and garden plots within developments in order to provide access to healthy, affordable locally produced food options. This would create opportunities for community involvement and would improve relations between all social groups.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	HW1: +	<b>M, L-T I, D R M</b>		The Policy seeks to identify sites for new facilities reflecting the spatial distribution of need and the importance of accessibility and public transport provision. This will ensure that the importance of access to new facilities is recognised spatially and the Objective is supported.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on encouraging sustainable economic growth and business development.
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on promoting economic inclusion.
<p><b>9. Deliver urban renaissance</b></p> <p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p>	HW1: <b>0</b>	N/A	N/A	The Policy does not directly relate to delivering urban renaissance. However the provision of new healthcare facilities that reflect the spatial distribution of need the importance of accessibility and public transport provision may contribute towards enhancing the reputation of urban areas as places to live, work and visit.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>Protect and enhance townscape character and quality</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>				

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on protecting and enhancing biodiversity and geodiversity.
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on protecting and enhancing landscape and townscape character and quality and protecting tranquillity.
<p><b>12. Protect and enhance the cultural heritage resource</b></p>	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on protecting and enhancing the cultural heritage resource.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Protect and enhance historic buildings and archaeological sites  Protect and enhance historic landscape/townscape value				
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b>  Encourage sustainable use of water resources  Protect and enhance ground and surface water quality  Protect and enhance coastal water quality  Reduce and manage flooding  Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	HW1: <b>0</b>	N/A	N/A	The Policy is not considered to have any significant effect on protecting and enhancing the quality of water features and resources, and reducing the risk of flooding.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	HW1: 0	N/A	N/A	The Policy is not considered to have any significant effect on limiting and adapting to the impacts of climate change.
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	HW1: 0	N/A	N/A	The Policy is not considered to have any significant effect on protecting and improving air quality.
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p>	HW1: 0	N/A	N/A	The Policy seeks to safeguard and encourage the role of allotments, garden plots within developments and small scale agriculture and farmers markets in providing healthy, affordable locally produced food options. This supports the Objective in increasing the availability of locally sourced foods which may offer some sustainability benefits.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Encourage development of brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled				

## Ch 12 Infrastructure, Service Provision and Transport

Policy INF1: Service and Infrastructure

Policy INF2: Developer Contributions

Policy T1: Strategic Highway Improvements

Policy T2: Blackpool International Airport

Policy T3: Enhancing Sustainable Transport Choice

Policy T4: Parking Standards

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>INF1: <b>0</b></p> <p>INF2: <b>0</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p>N/A</p>	<p>N/A</p>	<p>The Policies are not considered to have any significant effect in reducing crime, disorder and fear of crime.</p>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>INF1: <b>+</b></p> <p>INF2: <b>+</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p><b>S, M - T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Warton and Key development areas</p>	<p>Policy INF1 sees the Council support the delivery of a new secondary school on land within the Warton Strategic Location for Development. This will support the provision of an accessible facility for education.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. In this way contributions may be given to community infrastructure including, education and libraries. In particular, where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals rather than making financial contributions.</p> <p>Contributions to community infrastructure would provide the opportunity for the provision of education and training facilities and would encourage the increase in levels of participation and attainment in education.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				Policies T1-T4 relate to transport improvements and enhancements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to educational attainment.
<b>3.Improve physical and mental health for all and reduce health inequalities</b>  Reduce health inequalities amongst different groups in the community  To improve access to health and social care services  Encourage the development of strong and cohesive communities	INF1: +	<b>S, M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	Borough wide	Policy INF1 proposals seek to ensure that new community facilities are made accessible, and this would include healthcare.
	INF2: +			Policy INF2 seeks to have contributions made towards the mitigation of the impacts of new developments on infrastructure, services and the environment and contribute towards the requirements of the community.
	T1: 0			Contributions to community infrastructure would provide the opportunity for the provision of public realm, healthcare and community facilities. Green infrastructure provision would provide open space, parks and outdoor sports facilities. Collectively these measures would contribute towards reducing health inequalities, improving access to health services and encouraging community cohesion.
	T2: 0			Policy T3 seeks to enhance sustainable transport choice by providing alternative means of transport such as walking and cycling through the provision of additional footpaths, cycle ways and bridleways where appropriate. This would benefit community health and wellbeing.
	T3: +			Policies T1, T2 and T4 relate to highways improvements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute towards improving health or reducing health inequalities.
T4: 0				
<b>4. Ensure that housing provision meets all needs</b>  Ensure that there is sufficient housing to meet identified needs in all areas	INF1: 0	<b>M, L-T</b>  <b>D</b>  <b>R</b>  <b>L</b>	Key development areas	Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community.
	INF2: +			Contributions by developers towards affordable housing would ensure an increase in the availability of affordable housing.
	T1: 0			
	T2: 0			
	T3: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Ensure that housing meets acceptable standards  Increase the availability of affordable housing	T4: 0			Policies T1-T4 relate to transport improvements and enhancements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to ensuring all housing provision needs are met.
<b>5. Protect and enhance community spirit and cohesion</b>  Develop opportunities for community involvement  Improve relations between all social groups	INF1: + INF2: + T1: 0 T2: 0 T3: + T4: 0	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas	Policy INF1 promotes co-location of community facilities and improved access to services can benefit community spirit and cohesion.  Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community.  Contributions by developers towards community infrastructure and green infrastructure would provide opportunities for the development of libraries, public realm, community facilities, play areas and open spaces collectively these features would increase opportunities for community involvement and contribute to improving relations between all social groups.  Policy T3 seeks to enhance sustainable transport including in rural areas this could be positive for community cohesion.  Policies T1, T2 and T4 relate to highways improvements, open land at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to protecting and enhancing community spirit and cohesion.
<b>6. Improve sustainable access to basic goods</b>  Ensure that public transport services meet people's needs  Ensure that highways infrastructure meets people's needs (including walking and cycling routes)	INF1: + INF2: + T1: + T2: 0 T3: ++ T4: +/-	<b>S, M, L-T</b> <b>I, D</b> <b>R</b> <b>M</b>	Borough wide	Policy INF1 requires new development to consider access to services and particularly where appropriate requires proposals to demonstrate how access to services will be achieved by means other than the car and where appropriate to demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended users of the development. This Policy supports the Objective and seeks to promote developers' consideration for sustainable travel modes.  Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions by developers to transport, such as highway, rail, bus and

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>				<p>cycle/footpath network would promote the use of sustainable travel modes reduce dependence on the private car.</p> <p>Policy T1 seeks to support the improvement of strategic highways within the Borough which would ensure that people’s highways infrastructure needs are met.</p> <p>T2 relates to open land at Blackpool International Airport and is therefore not likely to affect sustainable access to basic goods.</p> <p>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. The Policy also seeks to improve public transport to 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.</p> <p>Parking standards outlined in Policy T4 would increase access although not necessarily by sustainable means.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: +</p> <p>T2: +</p> <p>T3: +</p> <p>T4: +</p>	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy INF1 and INF2 seek improved access and infrastructure which can indirectly attract inward investment. Contributions to infrastructure can also indirectly attract inward investment.</p> <p>Strategic highways improvements outlined in Policy T1 and improvements to Blackpool Airport in Policy T2 can help link Fylde to the wider regional economy and encourage commercial activity.</p> <p>Policy T3 seeks to enhance sustainable transport choice by providing alternative means of transport including cycling and walking which may help to reduce congestion and could benefit sustainable tourism.</p> <p>The application of parking standards in Policy T4 would encourage residents and tourists to use town centre facilities and attractions.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Encourage sustainable farm diversification				
<b>8. Promote economic inclusion</b> Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	INF1: + INF2: + T1: + T2: + T3: + T4: 0	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas	Policy INF1 and INF2 seek improved access and infrastructure and Policy T3 seeks to enhance sustainable transport choice which may contribute to improving accessibility to employment opportunities by public transport and this may benefit less economically mobile people.  Strategic highways improvements outlined in Policy T1 and improvements to Blackpool Airport in Policy T2 can help link Fylde to the wider regional economy and encourage commercial activity.  Policy T4 relates to applying parking standards and therefore is not likely to offer significant benefits to promoting economic inclusion.
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means Promote adjacency of employment, recreation and residential areas in urban areas Support the preservation and / or development of a high quality built environment Protect and enhance townscape character and quality Promote the development of multi-functional green infrastructure in urban areas	INF1: + INF2: + T1: 0 T2: 0 T3: + T4: 0	<b>M-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas	Strong transport infrastructure, especially via sustainable means and co-location of community facilities and residential areas outlined in Policy INF1 can all contribute to urban renaissance.  Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space and parks. The provision of transport means such as bus, cycle and footpath networks would improve access within urban areas by sustainable means.  Policy T3 encourages the use of public transport which would also support access to sustainable travel means within urban areas.  Policies T1, T2 and T4 relate to parking standards, transport and infrastructure improvements which do not significantly benefit the Objective.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Enhance the reputation of urban areas as places to live, work and visit				
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered 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>INF1: <b>0</b></p> <p>INF2: <b>+</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>+</b></p> <p>T4: <b>0</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Development areas</p>	<p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space and parks and enhancing and conserving biodiversity and management of environmental sensitive areas (See Policies ENV3 and ENV4).</p> <p>T3 seeks to reduce the environmental impact of transport which would protect biodiversity.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the natural and built environment although these would be national projects outside the control of the Council.</p> <p><i>It is recommended that INF1 makes reference to the environmental impacts of infrastructure being appropriately considered in applications.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>INF1: <b>0</b></p> <p>INF2: <b>+</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p><b>M-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space and parks and enhancing and conserving biodiversity and management of environmental sensitive areas (See Policies ENV3 and ENV4). This would contribute to the protection and enhancement of the Fylde landscape.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect landscape and townscape character although these would be national projects outside the control of the Council.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>12. Protect and enhance the cultural heritage resource</b></p> <p>Protect and enhance historic buildings and archaeological sites</p> <p>Protect and enhance historic landscape/townscape value</p>	<p>INF1: ?</p> <p>INF2: +</p> <p>T1: ?</p> <p>T2: 0</p> <p>T3: +</p> <p>T4: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Key development areas</p>	<p>Policy INF1 may contribute to achieving the Objective however any positive impacts may depend on location therefore benefits to the cultural heritage resource are uncertain.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts therefore contributions may be made towards heritage assets as well as green infrastructure.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the historic built environment although these would be national projects outside the control of the Council.</p> <p>The provision of alternative sustainable transport means in Policy T3 may help to reduce congestion in historic town centres e.g. Conservation Areas.</p> <p>Policy T4 is not considered likely to have an effect on protecting and enhancing the cultural heritage resource.</p>
<p><b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)</p>	<p>INF1: 0</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: 0</p> <p>T4: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy INF2 requires developments to make a contribution towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions made to utilities and waste (where provision does not fall within the utility providers legislation obligations) and contributions made to flood prevention and sustainable drainage measures including potentially as part of green infrastructure. (see Policy CL1), would encourage the inclusion of flood mitigation measures and would contribute to the reduction of flooding.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the water environment although these would be national projects outside the control of the Council.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: +</p> <p>T4: -</p>	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy INF1 seeks to demonstrate access by means other than the private car which would offer benefits in contributing to reducing vehicular emissions.</p> <p>Policy INF2 requires developments to make a contribution towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions made climate change and energy initiatives through allowable solutions would contribute towards a climate change adaptation approach.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect carbon emissions although these would be national projects outside the control of the Council. Expansion at Blackpool International Airport could lead to an increase in CO<sub>2</sub>.</p> <p>Policy T3 seeks to enhance sustainable transport choice. This support the Objective and would see a reduction in the environmental impact of transport through suitable mitigation and design; would reduce congestion in the Borough's key service centres and would reduce transport CO<sub>2</sub> emissions and other greenhouse gases through the encouraging a greater usage of public transport.</p> <p>Policy T4 and the application of parking standards may encourage increased car use if parking is provided which would lead to an increase in carbon emissions.</p>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: +</p> <p>T4: -</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policies INF1, INF2 and T3 each contain elements that support reducing the use of cars and increasing more sustainable modes of travel such as public transport, walking and cycling through the provision of pathways and networks and consideration of sustainable means prior at the proposal stage. These measures contribute to reducing reliance on private cars which in turn will serve to protect and improve air quality within the Borough.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the air quality although these would be national projects outside the control of the Council.</p> <p>Expansion at Blackpool International Airport could lead to an increase in CO<sub>2</sub>.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				Policy T4 and the application of parking standards may encourage increased car use if parking is provided which would lead to an increase in carbon emissions and would adversely affect air quality.
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>INF1: <b>0</b></p> <p>INF2: <b>0</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	Borough wide	<p>The Policies are not considered to have any significant effect on ensuring the sustainable use of natural resources, though strategic highways improvements in Policy T1 have the potential to affect the water environment although these would be national projects outside the control of the Council.</p> <p><i>It is recommended that Policy INF1 should contain some reference to the use of sustainable natural resources where appropriate.</i></p>

## Ch 13 Sustaining the Environment and Addressing Climate Change

Policy CL1: Flood Alleviation and Water Efficiency

Policy CL2: Renewable and Low Carbon Energy Generation

Policy CL3: Decentralised Energy Networks and District Heating Systems

Policy CL4: Sustainability Statements

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>CL1: <b>0</b></p> <p>CL2: <b>0</b></p> <p>CL3: <b>0</b></p> <p>CL4: <b>0</b></p>	N/A	N/A	The Policies are not considered to have any significant effect in reducing crime, disorder and fear of crime.
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>CL1: <b>0</b></p> <p>CL2: <b>0</b></p> <p>CL3: <b>0</b></p> <p>CL4: <b>0</b></p>	N/A	N/A	The Policies are not considered to have any significant effect in improving levels of educational attainment and encouraging lifelong learning.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	CL1: +	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.	<p>Policy CL1 states all new development is required to minimise flood risk and includes a number of measures to avoid impacts on human health. Note flooding can cause indirect mental health effects.</p> <p>Some renewable energy schemes (e.g. wind) have potential to cause adverse indirect effects on wellbeing. However Policy CL2 is clear to identify that implications on local residents should be satisfactorily addressed.</p> <p>Policy CL3 encourages the consideration of district heating schemes. This has potential to contribute to cohesion through community collaboration.</p> <p>Policy CL4 encourages the inclusion of bicycle storage which, combined with other measures, may encourage a greater uptake of cycling which is beneficial to health.</p>
	CL2: 0			
	CL3: +			
	CL4: +			
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	CL1: 0	N/A	N/A	The Policies do not directly relate to housing provision. However Policy CL4 does include measures which relate to sustainable design in housing.
	CL2: 0			
	CL3: 0			
	CL4: 0			
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	CL1: +	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary	<p>Policy CL1 seeks to reduce flood risk which will encourage healthier and happier communities.</p> <p>Policy CL3 encourages the consideration of district heating schemes which has the potential to contribute to cohesion through community collaboration.</p> <p>Policy CL2 encourages renewable energy development so long as impacts on local residents can be satisfactorily addressed. Some renewable energy schemes can adversely affect community spirit if inappropriate. There is some uncertainty whether the Policy is clear enough in reducing adverse effects.</p>
	CL2: ?			
	CL3: +			
	CL4: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			coast and low lying areas inland.	<i>Policy CL2 would be clearer if 'satisfactorily addressed' is changed to 'satisfactorily mitigated'</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>CL1: +</p> <p>CL2: 0</p> <p>CL3: 0</p> <p>CL4: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.</p>	<p>Policy CL1 seeks to maximise the potential of Green Infrastructure within developments. This would contribute to improving access to good quality rights of way network.</p> <p>Policy CL4 encourages the provision of bicycle storage which, combined with other measures, may encourage a greater uptake of cycling and promote the use of sustainable travel, reducing dependence on the private car.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p>	<p>CL1: +</p> <p>CL2: +</p> <p>CL3: 0</p> <p>CL4: +</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>New development sites e.g. Blackpool periphery</p>	<p>In seeking to reduce flood risk, Policy CL1 will protect new employment sites from flooding.</p> <p>Policy CL2 seeks to encourage renewable energy developments which would see the formation of new energy businesses such as plant and animal biomass and energy from waste and increase and diversify employment opportunities.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>			Kirkham, Wesham	<p>Policy CL4 requires a Sustainability Statement as part of a design and access statement for major new build developments. This will make new employment sites more attractive due to sustainability credentials and could encourage economic growth.</p> <p><i>Farms can have an important role to play in flood risk management e.g. the use of farmland for wetland or flood storage. It is recommended that CL1 makes reference to this and the procedures of the Local Flood Risk Management Strategy and the Ribble Estuary Shoreline Management Plan (SMP).</i></p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	<p>CL1: 0</p> <p>CL2: 0</p> <p>CL3: 0</p> <p>CL4: 0</p>	N/A	N/A	The Policies are not considered to have any significant effect in promoting economic inclusion.
<p><b>9. Deliver urban renaissance</b></p> <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>CL1: +</p> <p>CL2: +</p> <p>CL3: +</p> <p>CL4: +</p>	<b>M, L-T I R M</b>	New development sites	<p>Policy CL1 seeks to maximise the potential of Green Infrastructure within developments. This would contribute towards promoting the development of multi-function green infrastructure in urban areas.</p> <p>Policy CL2 includes reference to consideration of impacts on landscape and townscape character and value which would offer protection and possibly enhancement benefits to these features. However see recommendation under SA Objective 5.</p> <p>Policy CL3 encourages renewable energy development and Policy CL4 seeks to make new build development more attractive, Both Policies offer sustainable design credentials and will contribute towards enhancing the reputation of urban areas as places to live, work and visit.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Support the preservation and / or development of a high quality built environment</p> <p>Protect and enhance townscape character and quality</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><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered 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>CL1: +</p> <p>CL2: 0</p> <p>CL3: 0</p> <p>CL4: 0</p>	N/A	N/A	<p>Policy CL1 ensures that watercourses that are also important aquatic habitats are protected from encroachment and adverse impacts.</p> <p>Policies CL2-CL4 are not considered to have any significant effect on protecting and enhancing biodiversity and geodiversity. However SuDS and green infrastructure can be combined with biodiversity enhancement measures to increase wildlife connectivity.</p> <p>Policy CL2 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect wildlife if inappropriately developed. However Policy CL2 does identify that ecological impact e.g. birds would need to be considered.</p> <p><i>It is recommended that ecological impacts to bats are also included. This could be strengthened further by reference to the provisions of Policy ENV1 with regard to protection of international designated sites.</i></p>
<p><b>11. Protect and enhance landscape and townscape</b></p>	<p>CL1: +</p> <p>CL2: 0</p>	N/A	N/A	<p>The Policies are not considered to have any significant effect on protecting and enhancing landscape and townscape character and quality and protecting tranquillity.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>character and quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	CL3: 0			Provision of green infrastructure as part of measures in Policy CL1 can benefit landscape/townscape.  Policy CL2 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect landscape if inappropriately developed. However Policy CL2 does identify the need to consider singular and cumulative impacts on landscape, townscape and local residents.
	CL4: 0			
<b>12. Protect and enhance the cultural heritage resource</b> Protect and enhance historic buildings and archaeological sites Protect and enhance historic landscape/townscape value	CL1: 0	N/A	N/A	Policies CL1, CL3 and CL4 are not considered to have any significant effect on protecting and enhancing the cultural heritage resource.  Policy CL2 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect heritage provisions if inappropriately developed. However Policy CL2 does identify the need to consider singular and cumulative impacts on the historic environment and assets.
	CL2: 0			
	CL3: 0			
	CL4: 0			
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b> Encourage sustainable use of water resources Protect and enhance ground and surface water quality Protect and enhance coastal water quality Reduce and manage flooding	CL1: +	<b>M, L-T D R M</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.	Policy CL1 will ensure the incorporation of SuDS where new development will generate surface runoff. 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.  Policy CL4 requires a Sustainability Statement as part of a design and access statement for major new build developments which sets out how development will reduce water consumption through water efficiency measures and installation of 'grey' water and rainwater harvesting.
	CL2: 0			
	CL3: 0			
	CL4: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)				
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	CL1: + CL2: + CL3: + CL4: +	<b>M, L-T I, D R M</b>	Borough wide	Policy CL1 seeks to adapt to flood risk which may be associated with climate change through ensuring development is located away from high risk areas and mitigated against for low risk areas. Policy CL2 specifically promotes renewable energy and low carbon generation. Policy CL3 encourages renewable energy development which may contribute to reducing the demand for energy and increase energy efficiency. Policy CL4 seeks to make new build development more attractive and offers sustainable design credentials including the reduction of energy consumption through energy efficiency measures, and the reduction of water consumption.
<b>15. Protect and improve air quality</b> Protect and improve local air quality	CL1: 0 CL2: 0 CL3: 0 CL4: 0	N/A	N/A	The Policies are not considered to have any significant effect on protecting and improving air quality.
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction	CL1: 0 CL2: 0 CL3: 0 CL4: +	<b>M, L-T D R M</b>	Borough wide	Policy CL4 seeks to use materials from a sustainable local source and will encourage recycling of materials through the provision of adequate separation and storage of waste for recycling. Policy CL2 provides the development of renewable energy schemes. Some of these have potential to adversely affect peat resources if developed inappropriately. However the Policy includes specific provision to consider the impact on land resources including agricultural land and deep peat resources.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>				

## Ch 14 Preserving and Enhancing the Natural and Built Environment

Policy ENV1: Landscape and Biodiversity

Policy ENV2: Existing Open Space and Green Infrastructure

Policy ENV3: Provision of Open Space and Green Infrastructure

Policy ENV4: Management and Enhancement of Open Space and Green Infrastructure

Policy ENV5: Heritage Assets

Policy ENV6: Good Design in New Development

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	ENV1: <b>0</b>	<p><b>S, M-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	Key development areas	<p>Policy ENV6 seeks to provide good design for new development taking into consideration siting and layout and it contributes towards the reduction of fear of crime, crime levels and would maximise opportunities for natural surveillance.</p> <p>Policies ENV1-ENV5 relate to landscape and biodiversity protection, open space and green infrastructure provision, heritage assets protection and enhancement and design standards in new development. They are not considered to have any significant effect on reducing crime, disorder and fear of crime.</p> <p><i>It is recommended that Policies ENV3 and ENV4 should include reference to 'safe' green spaces.</i></p>
	ENV2: <b>0</b>			
	ENV3: <b>0</b>			
	ENV4: <b>0</b>			
	ENV5: <b>0</b>			
	ENV6: <b>+</b>			
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	ENV1: <b>0</b>	<p><b>S, M-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	Key development areas	<p>Policy ENV5 seeks to protect and where possible enhance heritage assets through supporting development which provides opportunities for learning and regeneration.</p> <p>Policies ENV1-ENV4 and Policy ENV6 relate to landscape and biodiversity protection, open space and green infrastructure provision, management and enhancement and design standards in new development. They are not considered to have any significant effect on improving educational attainment.</p>
	ENV2: <b>0</b>			
	ENV3: <b>0</b>			
	ENV4: <b>0</b>			
	ENV5: <b>+</b>			
	ENV6: <b>0</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>3.Improve physical and mental health for all and reduce health inequalities</b> Reduce health inequalities amongst different groups in the community To improve access to health and social care services Encourage the development of strong and cohesive communities	ENV1: 0	<b>M-T I R L</b>	Key development areas, St. Annes, Lytham	Policy ENV2 seeks to protect the existing open space and green infrastructure within Fylde and Policy ENV3 seeks to provide accessible open space and green infrastructure appropriately within housing development. These Policies will contribute to providing opportunities to encourage healthy active lifestyles and quality natural living environments. Policy ENV4 seeks to maintain and enhance functionality, quality, connectivity and accessibility of green space. Policy ENV6 seeks to have new development meet a high standard of design which incorporates landscaping and siting which can be good for residents' well-being.
	ENV2: +			
	ENV3: +			
	ENV4: +			
	ENV5: 0			
	ENV6: +			
<b>4. Ensure that housing provision meets all needs</b> Ensure that there is sufficient housing to meet identified needs in all areas Ensure that housing meets acceptable standards Increase the availability of affordable housing	ENV1: 0	<b>M-T D R M</b>	Key development areas	Policy ENV6 supports the Objective as it seeks to have new development meet a high standard of design incorporating factors such as siting, layout and safe parking provision. New homes will also be required to conform to Building for Life 12 standards for well-designed homes and neighbourhoods which ensures housing standards are acceptable.
	ENV2: 0			
	ENV3: 0			
	ENV4: 0			
	ENV5: 0			
	ENV6: +			
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	ENV1: 0	N/A	N/A	Policies ENV2, ENV3 and ENV4 relate to open space and green infrastructure provision, enhancement and management, while ENV5 relates to heritage assets protection and enhancement and design standards in new development and primarily, public open spaces for people to gather and enjoy will help to protect and enhance community spirit and cohesion.
	ENV2: +			
	ENV3: +			
	ENV4: +			
	ENV5: +			
	ENV6: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>ENV1: 0</p> <p>ENV2: +</p> <p>ENV3: +</p> <p>ENV4: +</p> <p>ENV5: +</p> <p>ENV6: +</p>	N/A	N/A	<p>Policies ENV2, ENV3 and ENV4 relate to open space and green infrastructure provision, enhancement and management, while ENV5 relates to heritage assets protection and enhancement and design standards in new development. The policies allow for the improvement of access to cultural facilities and there is provision for the improvement of public open spaces.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p> <p>ENV6: 0</p>	N/A	N/A	<p>The Policies are not considered to have any significant effect on encouraging sustainable economic growth and business development however a good quality natural and built environment can be attractive to inward investment offering cumulative benefits with other policies.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>				
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p> <p>ENV6: 0</p>	N/A	N/A	The Policies are not considered to have any significant effect on promoting economic inclusion.
<p><b>9. Deliver urban renaissance</b></p> <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>ENV1: 0</p> <p>ENV2: +</p> <p>ENV3: +</p> <p>ENV4: +</p> <p>ENV5: +</p> <p>ENV6: +</p>	<b>M-T I R M</b>	Key development areas	<p>Policy ENV2 seeks to protect existing open space and green infrastructure while Policy ENV4 seeks financial contributions for the management and enhancement of these features both of which help to promote the development of multi-functional green infrastructure in urban areas.</p> <p>Policy ENV3 seeks financial contributions through the Community Infrastructure Levy to assist schemes for open space and green infrastructure where a need is identified. As well as this, opportunities to link green infrastructure resources to create multi- functional green infrastructure network will be maximised.</p> <p>Policy ENV5 supports initiatives that seek to protect and enhance built heritage and protect local character.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Protect and enhance townscape character and quality</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>Policy ENV6 supports the Objective in requiring new development to be of the highest standard of design taking into account the character and appearance on the local area. This would enhance the reputation of urban areas as places to live, work and visit.</p>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Protect and enhance wildlife especially rare and endangered 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>ENV1: ++</p> <p>ENV2: +</p> <p>ENV3: +</p> <p>ENV4: +</p> <p>ENV5: 0</p> <p>ENV6: 0</p>	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Development areas</p>	<p>Policy ENV1 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 and ENV3 seek the protection of existing open spaces and green infrastructure as well as their incorporation into new design this will provide people with greater opportunity to access open spaces.</p> <p>ENV4 seeks to manage green space and will enhance functionality, quality, connectivity and accessibility.</p> <p><i>It is recommended for Policy ENV1 in particular significant effects on the integrity of international sites including Special Areas of Conservation (SAC) and Ramsar sites should be avoided either alone or in conjunction with other plans or projects unless under exceptional circumstances as defined in the Habitats Regulations. Where significant effects are likely an assessment should be undertaken in line with Habitats Regulations referred to in paragraph 166 of the National Planning Policy Framework (NPPF).</i></p>
<p><b>11. Protect and enhance landscape and townscape</b></p>	<p>ENV1: ++</p> <p>ENV2: +</p>	<p><b>M-T</b></p> <p><b>I, D</b></p>		

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>character and quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	ENV3: +	<b>R M</b>	Key development areas	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.  Policies ENV2, ENV3 and ENV4 focus on green infrastructure and open space provision, management and enhancement all of which will contribute to protecting and enhancing landscape within the Borough.  Policy ENV5 seeks to protect heritage assets of the Borough by safeguarding them from inappropriate development and supporting development or initiatives that protect the local character and historic significance of heritage assets. This would protect and enhance the character and quality of these features.  Policy ENV6 seeks to safeguard and enhance the historic environment through design, scale, and landscaping which will enhance the built environment.
	ENV4: +			
	ENV5: +			
	ENV6: +			
<b>12. Protect and enhance the cultural heritage resource</b> Protect and enhance historic buildings and archaeological sites  Protect and enhance historic landscape/townscape value	ENV1: 0	<b>M, L-T D R M</b>	Key development areas	Policy ENV5 directly supports the Objective 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 develop a Built Heritage Strategy and Action Plan for Fylde which will only serve to ensure the consistent and long term protection of heritage assets.  Policy ENV6 supports the Objective and seeks to safeguard and enhance the historic environment.
	ENV2: 0			
	ENV3: 0			
	ENV4: 0			
	ENV5: ++			
	ENV6: +			
<b>13. Protect and enhance the quality of water features and resources, and reduce the risk of flooding</b> Encourage sustainable use of water resources	ENV1: 0	<b>M, L-T I R M</b>	Key development areas	Policy ENV6 supports the incorporation of water efficiency in new and existing buildings, 'grey' water and rainwater harvesting which promotes the sustainable use of water resources.  Policies ENV1-ENV5 are not considered to have any significant effect on protecting and enhancing the quality of water features and resources and reducing the risk of flooding however there may be indirect effects on protecting water quality through provision of green infrastructure. This can help infiltration rates and combine usefully with SuDS schemes.
	ENV2: 0			
	ENV3: 0			
	ENV4: 0			
	ENV5: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Protect and enhance ground and surface water quality Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures, such as Sustainable Drainage Systems (SuDS)	ENV6: +			
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	ENV1: 0 ENV2: 0 ENV3: 0 ENV4: 0 ENV5: 0 ENV6: +	N/A	N/A	Policy ENV6 states that effects of climate change should be mitigated by the incorporation of energy and water efficiency in new and existing buildings, 'grey' water and rainwater harvesting and storage for waste and recyclables. 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. Policies ENV1-ENV5 are not considered to have any significant effect on limiting and adapting to the impacts of climate change.
<b>15. Protect and improve air quality</b> Protect and improve local air quality	ENV1: 0 ENV2: 0 ENV3: 0 ENV4: 0 ENV5: 0 ENV6: 0	N/A	N/A	The Policies are not considered to have any significant effect on protecting and improving air quality.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p> <p>ENV6: +</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy ENV6 expects new development to be of the highest standard design and take into account materials used and the need for new homes to conform to Building for Life 12 standards for well-designed homes and neighbourhoods.</p> <p><i>It is recommended that Policy ENV6 should contain some reference to the use of sustainable natural resources where appropriate.</i></p>

Appendix E

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# SA Scoping 2015: Consultation Responses

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## SA Scoping Report 2015 Consultation Comments and Responses

Comment	Response	Action
<b>Environment Agency</b>		
We are supportive of the findings of the Scoping Report and trust that the following comments will help to add further detail and clarification to some of the issues raised.	Noted with thanks	No further action required.
<p>5.3.4 - Water, page 14: for the first bullet point we would recommend that SUDS are referred to as a means of improving water quality, where appropriate. Lancashire County Council will soon be producing SUDS guidance that will provide more detail and it would be useful to reference this.</p> <p>For the second bullet point it should be mentioned that 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.</p>	Agreed.	Text amended in the first and fourth bullets.
5.3.7 - Climatic Factors and Energy, page 14: at the end of the second bullet point we would recommend adding "...and the economy". A reference to flooding sources being tidal and fluvial would also be useful.	Agreed.	Text added to the first sentence of the second bullet.
5.3.8 – Biodiversity, Flora and Fauna, page 15: we support the reference to green infrastructure (GI) in the fifth bullet point. It would be useful to clarify that includes watercourses and waterbodies, i.e. blue infrastructure, as well.	Agreed.	Text added to the fifth bullet.
5.3.11 – Minerals and Waste, page 16: we consider that there should be a reference to shale gas in this section. Whilst it is an issue for ourselves and the County Council to control and regulate, as are landfill sites, it is an important emerging issue in the Borough and should be referred to.	Agreed.	Text added as an additional bullet.
5.4 – Transboundary Issues, page 18: we welcome the reference to wastewater capacity issues in the fifth bullet point. We feel this would benefit from being expanded upon to cover the wider issues of surface water management (as surface water connections to the combined sewer are partly responsible for the capacity issues) and the potential impacts on Bathing Water quality of further load on the wastewater system.	Noted. It is considered that the transboundary issues specifically are covered within the existing text. The issues themselves should be covered under earlier text.	Text added under 5.3.4.
Table 6-1, SA Objectives, Indicators and Targets, 13. Protect and Enhance the quality of water features and resources, and reduce the risk of flooding, page 25: we suggest an additional target to "Maintain and improve the quality of groundwater".	Agreed.	Text added to the guide questions, as is not a 'target' in itself.

Comment	Response	Action
<p>Appendix A, Review of Plans Programmes and Environmental Protection Objectives:</p> <p>The International section should be amended to include the Bathing Water Directive (2006/7/EC) or the Bathing Water Regulations (2013) in the National section. The International section should also include the Shellfish Waters Directive (2006/113/EC).</p>	Agreed.	Bathing Water Regulations and Shellfish Waters Directive added to the PPPs. Relevant details added to Scoping Report.
<p>We recommend in the National section that the entry for the Flood and Water Management Act (2010) is amended to refer to county and unitary authorities as Lead Local Flood Authorities.</p>	Agreed.	Text Amended.
<p>Appendix B, Baseline Data, Environmental and Sustainability Baseline, D. Water: see comments on 5.3.4 above. A data gap is identified for sources of pollution. We consider the main sources of pollution that impact on water quality to be diffuse agricultural sources, poorly maintained non-mains drainage systems and cross connections, i.e. where foul drains has been wrongly connected to surface water drains.</p> <p>K. Minerals and Waste: as 5.3.11 above.</p> <p>P. Transboundary Effects: as 5.4 above.</p>	Noted. However, the ‘data gap’ refers to the fact that we don’t have any baseline data (e.g. figures and trends, mapped information) for a particular issue.	Data gap to remain until data becomes available.
<b>Natural England</b>		
<p>Relevant Plans, Policies and Programmes</p> <p>The Sustainability Appraisal (SA) objectives should deliver the Government’s Biodiversity 2020 strategy. This supports the Environment White Paper The Natural Choice, which identifies protection and improvement of the natural environment as a core objective of the planning system, places a value on nature (through the ecosystem services it provides) and seeks to conserve and enhance biodiversity on a landscape scale, rather than the protection of individual sites in isolation.</p>	Noted. SA Objective 10 includes consideration of the protection and enhancement of biodiversity, including on a landscape scale, through green infrastructure.	PPP to be added to Appendix A to replace Working with the Grain of Nature: a Biodiversity Strategy for England (2002). Relevant details added to Scoping Report.
<p>Fylde Council should consider the content of the National Character Areas (NCAs). These NCAs provide valuable baseline information on the ecosystem services and potential opportunities for environmental change at a landscape scale. These opportunities should be considered when determining both the SA’s and plan’s objectives.</p>	Agreed.	Description of the 32 Lancashire and Amounderness Plain NCA profile has been added into the

Comment	Response	Action
<p>The NCA's that cover Fylde are:  NCA Profile: 32 Lancashire and Amounderness Plain (NE512)  <a href="http://publications.naturalengland.org.uk/file/5916627778404352">http://publications.naturalengland.org.uk/file/5916627778404352</a></p>		<p>baseline within the landscape section.</p>
<p>The baseline natural environment indicators appear relevant and we agree with the sustainability objectives detailed in table 3.</p>	<p>Noted with thanks.</p>	<p>No further action required.</p>
<p><b>Sustainability Objectives</b></p> <p>In accordance with the Environment White Paper The Natural Choice – making space for nature, the Biodiversity 2020 strategy and the NPPF, objective 2 should go beyond safeguarding biodiversity. The SA should ensure that policies within the merging plan conserve and enhance the natural environment to ensure there is a net gain in biodiversity. Merely safeguarding biodiversity would not achieve this national objective.</p>	<p>Noted. Objective 10 seeks to 'protect and enhance biodiversity and geodiversity'.</p>	<p>Target for a net gain in biodiversity added to the SAF.</p>
<p>10. Protect and enhance biodiversity and geodiversity.</p> <p>We welcome this objective but suggest it is broadened also to maintain Fylde's habitats and biodiversity, as Local plan policies are expected to continue to strengthen their conservation and encourage their enhancement in new development. The potential negative impacts of increased access on sensitive habitats, including designated sites, should be recognised. The pressures of increased access associated with development should be recognised and mitigation recommendations identified. Objective 10 should explicitly refer to ecosystem services. This would broaden the SA's examination of the plan's effects on environmental assets (natural resources).</p>	<p>Noted. The full range of relevant environmental assets are considered across the spectrum of SA Objectives included in the SAF. As the SAF should be considered as a whole, it is considered that the assessment would consider the plan's effects on environmental assets. However, the role of biodiversity in the provision of ecosystem services will be included as a guide question within the SAF.</p>	<p>Text added as a guide question.</p>
<p>16. Ensure the sustainable use of natural resources, we welcome the inclusion of soils within this objective and note geodiversity is included in 10, but recommend geodiversity is included within this objective.</p>	<p>Noted. As the SAF should be considered as a whole, it is considered that the assessment would consider</p>	<p>No further action necessary.</p>

Comment	Response	Action
<p>Soils form the thin layer of our geodiversity, linking the underlying geology with the land surface and atmosphere. Therefore it is important to make the link between geodiversity, biodiversity and soil resources. Further guidance on soils, including links to important publications such as ‘Safeguarding our soils: A strategy for England’ (Defra, 2009) can be found on Natural England website. Important soil resources should be protected (e.g. best and most versatile (BMV) agricultural land) and appropriate management and handling of soils during the development process is essential. ‘Safeguarding our soils’ provides a clear vision in relation to development and soils – we should ‘prevent further degradation of our soils, enhance, restore and ensure their resilience, and improve our understanding of the threats to soil and best practice in responding to them.’</p> <p>Planning policies should take a strategic approach to the conservation, enhancement and restoration of geodiversity, and promote opportunities for the incorporation of geodiversity interest as part of development.</p> <p>Local authorities should ensure that appropriate weight is attached to the geodiversity interest of designated sites as well as geodiversity interests within the wider environment, and maximise opportunities to include geodiversity in and around developments as part of the design process.</p> <p>Further information on geodiversity is available on Natural England’s website.</p>	<p>the plan’s effects on geodiversity under Objective 10. It is noted that a number of topics are interrelated, but are sought not to be replicated across the SAF, to avoid duplication in the assessment.</p>	
<p>We welcome the reference to green infrastructure (GI), specifically in objectives 11 and 14. In order to ensure green infrastructure delivers a wider range of benefits a specific green infrastructure objective is recommended to seek to deliver multifunctional green infrastructure. Natural England considers that the environmental SA Objectives, and some of the social and economic objectives could be improved by further emphasising the importance of GI and its multifunctional benefits, which would assist in the delivery of a range of SA topic areas, e.g. biodiversity, landscape, health and wellbeing and climate change.</p> <p>The NPPF defines GI as “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”.</p>	<p>It is noted that a number of topics are interrelated, but are sought not to be replicated across the SAF, to avoid duplication in the assessment. It is considered that the assessment should be read as a whole. As with sustainability and climate change, green infrastructure can be considered relevant to all SA Objectives, and, as such will be considered as a cumulative benefit.</p>	<p>Green Infrastructure included in SA Objective 9 only.</p>
<p>We welcome recognition of the requirements of the NPPF, including the need to protect and enhance biodiversity, including designated sites, landscape and open space, water quality, air quality and to</p>	<p>Noted.</p>	<p>No further action required.</p>

Comment	Response	Action
<p>address climate change. The NPPF also includes requirements to protect and enhance public access and best and most versatile soils.</p> <p>The scope of the SA should be relevant to the issues addressed in the local plan which itself should reflect the requirements of the NPPF.</p>		
<p>We welcome the inclusion of protected species in Objective 10. Natural England has produced standing advice that you will find helpful, it is available on our website Natural England Standing Advice to help the local planning authorities to better understand the impact of particular developments on protected or BAP species should they be identified as an issue. The standing advice also sets out when, following receipt of survey information, the local planning authority may need to undertake further consultation with Natural England.</p>	Noted.	No further action required.
<p>Compatibility of Objectives</p> <p>We welcome the commitment to include an appraisal matrix.</p>	Noted.	No further action required.
<p>Habitats Regulations Assessment</p> <p>As a reminder the plan must be screened with respect to The Conservation of Habitats and Species Regulations 2010 to determine whether an Appropriate Assessment is required. In addition, the screening needs to consider not just the potential impacts of this plan but also any cumulative or in-combination effects when taking account of other plans and projects, including those in relevant authorities beyond the boundary. We suggest that the process of HRA runs in parallel to the development of the plans. If the HRA process is initiated from the outset, its findings from earlier stages can be used to inform subsequent stages, e.g. preferred options. We look forward to being consulted on this in the near future.</p>	Noted. HRA Screening has been undertaken for the previous iterations of the Local Plan, and will be updated for forthcoming iterations.	The findings of the HRA will be integrated in the SA as appropriate.
<b>Historic England</b>		
<p>Historic England has produced a document, which you might find helpful in providing guidance on the effective assessment of the historic environment in Strategic Environmental Assessments. This can be found at <a href="http://historicengland.org.uk/images-books/publications/strategic-enviro-assessment-sustainability-appraisal-historic-environment/">http://historicengland.org.uk/images-books/publications/strategic-enviro-assessment-sustainability-appraisal-historic-environment/</a>.</p>	Noted with thanks.	Document to be reviewed – see below.

Comment	Response	Action
<p>Historic England recommends that a scoping report should:</p> <ul style="list-style-type: none"> <li>• Review the objectives of relevant policies, plans and programmes;</li> <li>• Establish the baseline for the historic environment, including any trends and targets and gaps in the existing information;</li> <li>• Identify sustainability issues and opportunities for the historic environment and heritage assets;</li> <li>• Develop sustainability appraisal objectives;</li> <li>• Identify indicators and targets;</li> <li>• Consider how alternatives will be assessed;</li> <li>• Provide sufficient information on the proposed methodology for the appraisal to assess whether effects upon the historic environment will be properly addressed.</li> </ul>	<p>Noted. It is considered that the Scoping Report considers all of the elements suggested.</p>	<p>No further action required.</p>
<p>Historic England suggests that scoping reports are tailored to the type, purpose and level of plan under consideration. This accords with the NPPF, which requires that local plans are based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.</p>	<p>Noted. It is considered that the Scoping Report follows the approach as suggested.</p>	<p>No further action required.</p>
<p><u>Context</u></p> <p>The report should identify the built environment and its character and distinctiveness and refer to the historic environment. There is the potential for undesignated assets and archaeology on some sites and these should be referred to within the baseline information.</p>	<p>Noted. It is considered that the Scoping Report follows the approach as suggested.</p>	<p>No further action required.</p>
<p><u>Relevant Plans, Programmes and Policies</u></p> <p>In terms of the plans and policies identified, this needs to cover all those relevant at an international, national and local level that would have a direct bearing for the historic environment. Page 5 and 6 of our guidance provides a list of the most relevant ones and the scoping report should ensure that these are included.</p>	<p>Noted. It is considered that the Scoping Report follows the approach as suggested. The PPP review considers the Built Heritage Strategy For Fylde 2014 – 2020 (2015). This is reflective of a number of the documents listed in the guidance such as the Planning (Listed</p>	<p>Review undertaken. No further PPPs added to the baseline.</p>

Comment	Response	Action
	Buildings and Conservation Areas Act) 1990. Similarly, the more general PPPs listed in the guidance are covered insofar as they are relevant to the plan. Therefore, these need not be repeated in the PPP review for the SA.	

Comment	Response	Action
<p><u>Baseline information</u></p> <p>Baseline information should describe the current and future state of the historic environment, providing the basis for identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them. It can use both quantitative and qualitative information and should be kept up to date. It is important that meaningful conclusions can be drawn from the baseline information; what it means for the Plan and how the historic environment is to be dealt with.</p> <p>The baseline information in the scoping report on the historic environment should include all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example. Appendix 1 of our guidance provides a list of other data sources available, which covers a wide variety of the historic environment and Page 8 provides a list of the recommendations that should be used to determine the adequacy of the baseline information.</p> <p>The NPPF recognises the importance of undesignated heritage assets and therefore this should be included within the baseline data. The source of this information should be included within the scoping report; references made to them and recognise the opportunities for their enhancement and contribution to other aspects of the Plan area.</p> <p>The importance of local character and identity including the landscape and townscape of an area is an important consideration. The scoping report should recognise the importance of this and the source of this information should be included within the scoping report, with reference made to them in key issues and opportunities.</p>	<p>Noted. It is considered that the Scoping Report follows the approach as suggested.</p> <p>Historic landscape/ townscape value is considered under Objective 12 of the SAF. Wider landscape character is considered under SA Objective 11. Data sources are provided in Appendix B. Data relating to undesignated heritage assets could not be located on the internet using the sources available.</p>	<p>Data gap noted in Appendix B.</p>
<p><u>SEA themes and objectives</u></p>	<p>Agreed.</p>	<p>Objective 12 reworded as suggested. A further sub-objective has been added, to protect and enhance undesignated</p>

Comment	Response	Action
<p>It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits is recognised. The historic environment underpins sustainable development and therefore, it may warrant including in other objectives including the need for specific reference to landscape character. Our guidance provides further assistance in the various ways the historic environment can be incorporated into the objectives in the scoping report.</p> <p>The SA objectives should ensure that they conserve and enhance the whole of the historic environment, including heritage assets and their settings. In addition, the sub-objectives contained under SA Objective 12, (page 25), needs to be amended to be line with the requirements of the NPPF. The historic environment is more than historic buildings and archaeological sites, and therefore this needs to be amended to ensure that it includes the whole of the historic environment and its setting; this will also provide a sound basis on which to undertake site appraisals:</p> <p><i>“conserve and enhance the historic environment, heritage assets and their setting”.</i></p> <p>The other sub-objective needs further clarification, as there is some confusion with the distinction of this and the reference to townscape in SA objective 11.</p>		<p>heritage assets. An indicator and target has also been added relating to this. The consideration of setting has also been added to the sub-objectives.</p> <p>Townscape elements have been removed from Objective 9 and incorporated under Objective 12, to avoid repetition.</p>
<p><u>Indicators</u></p> <p>Indicators for the historic environment can vary at different stages of the assessment process. However, it is important to devise indicators which will clearly demonstrate the impacts of the Plan on the historic environment. Page 11 of our guidance provides further information on the different types of indicators and Appendix 4 lists some examples. It is suggested that the scoping report be expanded to take into account these recommendations.</p>	Noted.	<p>The guidance has been reviewed and indicators added as appropriate. Further indicators may be added at a later stage in relation to monitoring, once the predicted effects of the Local Plan are more fully understood.</p>

Comment	Response	Action
<p><u>Site Allocations</u></p> <p>Page 30 of the scoping report, refers to site allocations and the use of GIS as well as the scoping report scoring system. In view of the following comments, we would expect to see a robust assessment of the impact of them on the historic environment. The use of buffers to determine the level of harm and the assets affected is not considered appropriate as the only way of identifying the harm to the historic environment. The setting of heritage assets can be harmed by development which is not necessarily adjacent to or within a set distance and this needs be part of an assessment undertaken for each site which is proposed as an allocation.</p> <p>The NPPF makes it clear that the significance of heritage assets can be harmed through development within their setting. There is a requirement in the Town and Country Planning Act 1990 that ‘special regard’ should be had to the desirability of preserving listed buildings, their setting or any features of special architectural or historic interest which they possess. It is also the duty of the Council to preserve or enhance the character or appearance of its conservation areas and their setting. Where potential development</p>	<p>Noted. The SA Report will document the assessment of site allocations, including a strategic assessment of sites on heritage assets and their settings, in accordance with the revised SAF. This has been informed by the evidence base presented in Appendix B. The SA Report will also include the presentation of mitigation and enhancement measures where appropriate.</p>	<p>SA Report to demonstrate compliance with the suggested approach.</p>

Comment	Response	Action
<p>sites appear to include non-designated assets including the possibility for archaeology, their potential should be investigated and retention/exploration should be promoted.</p> <p>Consequently, before allocating any site there would need to be some evaluation of the impact, which the development might have upon those elements that contribute to the significance of a heritage asset including their setting.</p> <p>The selection of sites for development needs to be informed by the evidence base and the Plan should avoid allocations those sites which are likely to result in harm to the significance of the heritage assets of the Plan area. Where adverse impacts are unavoidable, the plan should consider how any harm might be mitigated. This could include measures such as a reduction of the quantum of development at a site, amending the types of development proposed or locating the development within another part of the site allocation. Such initiatives need to be fully justified and evidenced to ensure that such measures are successful in reducing identified harm.</p> <p>The allocation of sites for development may also present better opportunities for the historic environment. For example, new development may better reveal the significance of heritage assets or may provide an opportunity to tackle heritage at risk.</p> <p>Where relevant, policies for allocated sites may need to make reference to identified historic environment attributes in order to guide how development should be delivered. For example, this might require the policy to include detailed criteria or providing supplementary information with the supporting text.</p>		

Comment	Response	Action
<p><u>Strategic Cross Boundary Issues</u></p> <p>Strategic cross boundary issues that affect the historic environment are issues that can only be effectively addressed at a larger than local scale and may cover the issues listed below, this is not an exclusive list and strategic issues will have to be considered on an area by area basis.</p> <ul style="list-style-type: none"> <li>• extensive designated and non-designated heritage assets, e.g. Hadrian’s Wall WHS, historic landscapes</li> <li>• major heritage based tourism attractions, the management of which may impact upon more than one Authority, e.g. Stonehenge</li> <li>• major quarries for building and roofing stone, e.g. Portland stone</li> <li>• major changes to green belt which effect the preservation of the setting and character of historic towns</li> <li>• major development proposals likely to affect important heritage assets in a neighbouring authority, e.g. major urban extensions, infrastructure proposals</li> </ul> <p>These strategic issues will not necessarily and always be the same as the strategic policies for the protection and enhancement of the historic environment included in a local plan but are likely to be a sub-set of them. Indeed local circumstances may indicate that strategic approaches may not always be needed. The sustainability appraisal scoping report should help to identify what is important for a particular plan area.</p>	<p>Noted. It is considered that the Scoping Report follows the approach as suggested.</p>	<p>No further action required above the existing approach.</p>
<p>Historic England strongly advises that you engage conservation, archaeology and urban design colleagues at the local and county level to ensure you are aware of all the relevant features of the historic environment and that the historic environment is effectively and efficiently considered as part of the Plan, the allocation of any site and in the preparation of the SEA. They are also best placed to advise on local historic environment issues and priorities, including access to data held in the HER (formerly SMR). They will be able to provide you with the Historic Environment Records for the area including any relevant studies, and ensure a joined-up and robust approach is undertaken.</p>	<p>Historic England will be consulted throughout the plan making process, including consultation on the iterative stages of the SA.</p>	<p>No further action required above the existing approach.</p>

Comment	Response	Action
<b>Lancashire County Council</b>		
<p><b>Question (a) Do you agree with the sustainability issues that we have identified? Are there additional issues that both the assessment and the Local Plan should consider?</b></p> <p>Paragraph 5.3.2 education and qualifications - it may be useful to add the following bullet point: 'Sufficient school places are available for its resident children and young people'.</p>	Agreed.	Bullet added to 5.3.2.
<p>Paragraph 5.3.4 water - It should be noted that the SA refers only to river water quality, likely owing to the constraints of what water bodies are monitored. Water quality of other water bodies, notably ordinary watercourses (non-main rivers), should also be acknowledged in the SA as an area for improvement which can be facilitated, in part, through the Local Plan and development process.</p> <p>It is acknowledged that the quality of the bathing waters along the Fylde Peninsula is mentioned. However the Local Plan and development process can also help further improve the quality of these waters through the use of sustainable drainage systems (SuDS) to remove surface water from existing drainage systems, and particularly combined systems, to reduce the potential of 'spillages' along coastal outfalls during time of heavy rainfall.</p> <p>Furthermore the SA should acknowledge all roles that the use of SuDS can play in managing water quantity and improving water quality. It ought to emphasise the importance of incorporating sustainable drainage system, water sensitive urban design and climate change principles into the Local Plan.</p>	Agreed.	Text added to 5.3.4 to address all points.
<p>Paragraph 5.3.7 climate factors and energy change - it is advised that the SA and Local Plan is clearer about the fact that climate change will affect flooding from all sources and that this is to be appropriately considered on the type of development allocation and its projected lifetime. The correct incorporation of climate change allowances can be found in the Environments Agency's 'Climate Change for Planners' guidance.</p>	Noted. It is considered that the approach will enable the assessment to consider the plan's effect in relation to climate change. The document referred to, however, could not be found online.	No further action at this stage.
<p>Paragraph 5.3.11 minerals and waste - it should be noted that shale gas has been identified across the Fylde Coast area and its exploitation could have a positive impact for the Fylde economy.</p>	Noted. Information about shale gas has been added.	Text added.
<p>Paragraph 5.3.12 transport - our transport strategy and plans for the Fylde Coast region have been set out within the Fylde Coast Highways and Transport Masterplan. This document was approved by cabinet</p>	Noted.	Text added.

Comment	Response	Action
<p>on the 9th July 2015. As a result it should be noted that outlined schemes and plans are being brought forward as part of the Masterplan.</p>		
<p><b>Question (b) Are there any particular topics or geographical areas of specific concern to your organisation?</b></p> <p>Lancashire County Council has a statutory duty to ensure that sufficient school places are available for its resident children and young people. By far the most significant challenge facing Lancashire, and many other local authorities nationally, is the unprecedented increase in demand for primary school places. The completion and occupation of new housing developments will add to this estimate as will any inward migration.</p>	Noted.	Detail to be added to SAF.
<p><b>Question (c) The SA Framework was previously consulted upon in 2010 and the SA Framework presented in this Scoping Report presents requested updates following consultation. However, are there any changes you consider should be made to the assessment objectives / sub-objectives and can you suggest any further targets?</b></p> <p>Section 2. Improve levels of educational attainment and encourage lifelong learning - 'ensure sufficient school places are available for resident children and young people' can potentially be included</p>	Agreed.	Text added.

## Appendix F

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# Comparison of Local Plan Policies: 2013 Preferred Option and 2015 Revised Preferred Option

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## Policy Comparison Table: 2013 Preferred Option and 2015 Revised Preferred Option

2013 Preferred Option Assessed	2015 Revised Preferred Option <i>(for the development policies, wording changes from the previous iteration are shown as tracks for clarity. Where text has been moved within the policy, but not changed, this has not been marked as a change)</i>	Commentary on Changes	Inclusion with SA (yellow, may need to be revised subject to review. Blue: policy to be removed from assessment. Green: needs to be revised/re-written)
<b>Strategic Policies and Sites</b>			
	<p><b><u>NP1: Presumption in Favour of Sustainable Development</u></b></p> <p><u>Presumption in favour of sustainable development</u></p> <p><u>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</u></p> <p><u>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood development plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</u></p> <ul style="list-style-type: none"> <li>➤ <u>any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or</u></li> <li>➤ <u>specific policies in the Framework indicate that development should be restricted.</u></li> </ul>	Policy omitted from previous version of assessment.	To be added to the assessment
<b>Policy SD1: The Spatial</b>	<b><u>S1: The Proposed Settlement Hierarchy</u></b>	Policy contains similar themes	SA of Policy SD1 to be reviewed and

**Development Framework**

The Proposed Settlement Hierarchy

<u>Key Service Centres (urban areas)</u>	<u>Local Service Centres (urban areas)</u>	<u>Tier 1 Larger Rural Settlements</u>	<u>Tier 2 Smaller Rural Settlements</u>
<u>Lytham (including Ansdell)</u> <u>St Annes</u> <u>Kirkham</u>	<u>Freckleton</u>  <u>Warton</u> <u>Wesham</u> <u>Whitehills</u>	<u>Elswick</u>  <u>Newton</u> <u>Staining</u> <u>Wrea Green</u>	<u>Clifton</u>  <u>Singleton</u> <u>Weeton</u>

Key Service Centres

The towns of **Lytham (including Ansdell)**, **St Annes** and **Kirkham** perform the role of Key Service Centres and serve the wider catchment area. The role of these towns as Key Service Centres will be maintained over the life time of the Local Plan; existing services and facilities will be enhanced; a range of housing and employment opportunities will be promoted and delivered, as well as retail and other services, to serve the wider catchment area.

Local Service Centres

Local Service Centres serve their own communities and those in nearby rural settlements with basic services and are well placed to provide for future local housing and employment needs. Good access to services is essential if rural communities are to flourish.

Over the life of the Plan period to 2032, it is anticipated that:

- Development at **Freckleton** will be by way of infilling and rounding-off the existing settlement boundary.
- **Warton** will have improved services including shops and community facilities when development set out in the Warton Strategic Location for Development has taken place.

to the 2013 preferred option. The 2015 policy orders settlement types into a more distinct hierarchy and specifies the roles of specific settlements within the plan area.

modified where appropriate.

- Wesham will accommodate some development as part of the Kirkham and Wesham Strategic Location for Development.
- The area referred to as **Whitehills** at the Fylde-Blackpool Periphery will have developed into a Local Service Centre when development set out in the Fylde-Blackpool Periphery Strategic Location for Development has taken place.

**Rural Settlements**

**Tier 1: Larger Rural Settlements –**

**Elswick, Newton, Staining and Wrea Green.** The larger rural settlements provide small scale essential local services, as well as local opportunities for employment. They can therefore be regarded as sustainable communities, albeit with a dependency on, and sustainable transport connection to / from, the Key Service Centres, Local Service Centres and the Strategic Locations for Development, identified in policy DLF1 for other services and facilities.

**Tier 2: Smaller Rural Settlements -**

**Clifton, Singleton and Weeton.** The smaller rural settlements have fewer essential services and employment opportunities and tend to have poorer transport connections with the Key Service Centres, Local Service Centres and the Strategic Locations for Development, identified in policy DLF1.

Within the rural areas, development will be restricted to the **Tier 1** and **Tier 2 Larger and Smaller Rural Settlements**, except where development involves a like-for-like re-development of an existing property, the appropriate re-use of an existing building or minor infill development.

Development will be permitted within the limits of the rural settlement boundaries where it is consistent with other policies in this Plan.

Development that is appropriate to the scale and character of settlements at each level of the settlement hierarchy, will be promoted in accordance with the Development Strategy.

**The Spatial Development Framework**

~~New development in Fylde will contribute towards the continuation and creation of sustainable communities by its location and accessibility and its use of resources and construction materials. The creation, design and enhancement of networks of green infrastructure that link communities together will be promoted.~~

	<p>Mixed uses will be encouraged on larger sites in order to provide access to employment opportunities close to where people live. New development will be promoted in accordance with the Spatial Development Framework. New development will be of a type and use that is appropriate to the scale and character of settlements at each level of the development framework.</p> <p><b>Strategic Locations for Development</b>  Lytham and St Annes (including Ansdell)  Blackpool Periphery (including Squires Gate, Normoss and land at junction 4 of the M55)  Kirkham and Wesham  Warton</p> <p><b>Rural Villages</b> — Clifton, Elswick, Newton, Singleton, Staining, Weeton and Wrea Green</p> <p><b>Small Villages</b> — Little Eccleston, Treales and Wharles</p> <p>The Strategic Locations for Development will take the vast majority of new development over the Local Plan period.  Freckleton will take no further expansion above infill as this would involve a review of the Green Belt boundary around Freckleton.  To avoid coalescence of settlements an Area of Separation is proposed between the settlements of Kirkham and Wrea Green.</p> <p>Within the rural areas development will be restricted to the Rural Villages, except where development involves a like-for-like redevelopment of an existing property, the appropriate re-use of an existing building or minor infill development.</p> <p>Development will be permitted within the limits of the settlement boundaries where it is consistent with other policies in this Plan. Development will not be permitted within Flood Zones 2 and 3.</p> <p>Over the life of the Local Plan provision will be made for 6826 new homes. Similarly, there will be a need for 49 ha of land to be developed for employment uses over the life of the Plan.</p> <p>Small development sites will be set out in the Local Plan Part 2: Site Allocations to 2030, which will follow adoption of this Local Plan Part 1. For this reason, planning applications for residential development within the Rural Villages will only be permitted ahead of adoption of the Local Plan Part 2: Site Allocations to 2030 if other material considerations outweigh this policy.</p>		
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	<p><b><u>DLF1: Development Locations for Fylde</u></b></p> <p><u>The Local Plan will deliver a minimum of 7,700 new homes and land will be developed for 59.1 Ha of employment use over the plan period to 31 March 2032.</u></p> <p><b><u>Strategic locations for development</u></b></p> <p><u>Four Strategic Locations for Development form the basis for the Local Plan Development Strategy.</u></p> <p><u>The four Strategic Locations are:</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <u>Lytham and St Annes;</u></li> <li><input type="checkbox"/> <u>Fylde-Blackpool Periphery;</u></li> <li><input type="checkbox"/> <u>Warton; and</u></li> <li><input type="checkbox"/> <u>Kirkham and Wesham.</u></li> </ul> <p><u>Development of the strategic sites at these locations are key to ensuring that the Development Strategy is achieved.</u></p> <p><b><u>Non-strategic locations</u></b></p> <p><u>Non-strategic development sites (amounting to between 10 and 99 homes) are situated within the four Strategic Locations for Development. Non-strategic development sites also occur within and on the edge of the Tier 1: Larger Rural Settlements at Elswick and Newton and the Tier 2: Smaller Rural Settlement at Clifton.</u></p> <p><b><u>Windfalls and small sites allowances</u></b></p> <p><u>Windfalls and non-strategic sites will occur within the Strategic Locations for Development. An allowance should be made for non-strategic sites within the Strategic Locations for Development and within and adjacent to Tier 1: Larger Rural Settlements and Tier 2: Smaller Rural Settlements.</u></p> <p><b><u>Existing Land uses</u></b></p> <p><u>Development will not be permitted which would prevent or undermine the operation of existing land uses, including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome. Development will contribute towards sustainable growth, the continuation and creation of sustainable communities by their locations and accessibility and through the use of resources and construction materials.</u></p>	New policy	Policy to be appraised as a new policy.
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	<p><b><u>M1: Masterplanning the Strategic Locations for Development</u></b></p> <p><u>Masterplans and design codes will be prepared by the prospective developers, with the approval of the Council for each of the Strategic Locations for Development named in policy DLF1. Following approval by the Council, the masterplans will become supplementary planning documents.</u></p> <p><u>The masterplans should include a phasing plan, together with an agreed programme of implementation in accordance with the masterplan and an approved design code.</u></p> <p><u>The masterplans should meet the following criteria:</u></p> <p>a) <u>The Strategic Locations for Development should be looked at as a whole and a comprehensive approach to making every strategic site that make up the Strategic Locations for Development sustainable should be taken.</u></p> <p>b) <u>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;</u></p> <p>c) <u>Variations in housing density with an overall minimum net density of 30 homes per hectare;</u></p> <p>d) <u>High quality design should be included and development should be designed to encourage cohesion within the site and seek to minimise the impact on neighbouring properties;</u></p> <p>e) <u>A wide range of local employment opportunities should be provided that offer a choice of jobs and training prospects;</u></p> <p>f) <u>An appropriate level of retail, leisure, social, cultural, community and health facilities should be provided that meet local needs of the residents of the development, but does not undermine existing town, district or local centres or neighbouring key service centres or local service centres;</u></p> <p>g) <u>Additional school capacity for nursery, primary and, where necessary, secondary educational needs should be provided in the short, medium and long-term;</u></p> <p>h) <u>Appropriate highways access and a comprehensive approach to planning the highway network within and linking the sites which make up the Strategic Locations for Development;</u></p> <p>i) <u>Access to well-designed, separate but overlooked cycleways (both on-road and off-road), walking routes and bridleways serving the local facilities. Opportunities should be sought for the development of a network of walking, cycling and bridleway routes;</u></p> <p>j) <u>Housing located within a maximum walking distance of 400 metres of a frequent, viable and accessible bus service;</u></p> <p>k) <u>Safety by design principles should apply in new developments;</u></p> <p>l) <u>A design led approach to the provision of car parking spaces with the overall aim of reducing dependency on the private car;</u></p>	New policy	Policy to be appraised as a new policy.
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	<p><u>m) Measures to deliver a shift to public transport, away from car use over the plan period. Opportunities should be sought to improve access to public transport and minimise the need to travel by private car;</u></p> <p><u>n) 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;</u></p> <p><u>o) Ecological connectivity within the site and with the surroundings should be maintained and enhanced through appropriate site layout; the retention of existing important features and their integration within a well-designed landscape with appropriate habitat protection;</u></p> <p><u>p) Where proposals are likely to have a harmful impact upon the significance of a heritage asset, mitigation measures should be agreed with the Council. However, some harm cannot be mitigated and without the public benefits means that the site may be considered inappropriate for development.</u></p> <p><u>q) To confirm the presence or otherwise of sites of national importance or local archaeology, more detailed archaeological studies should be undertaken, prior to development;</u></p> <p><u>r) Development that respects the environmental character of its surroundings. Particular attention should be given to the creation of a well-designed and defined edge to development and a sensitive transition to adjoining areas in the countryside. Proposals will need to include plans for the long term use and management of these areas;</u></p> <p><u>s) The site designs should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. Potentially damaging effects of development on sites of nature conservation value, especially Natura 2000 sites should be avoided, unless the potential effects can be mitigated;</u></p> <p><u>t) Ponds, trees, woodland, hedgerows, water features and areas of open space should be retained wherever possible. The provision of public open space should be maximised across the site(s). Provision should be made for landscaping belts and for a Green Infrastructure network to compensate for losses;</u></p> <p><u>u) Inappropriate development in Flood Risk Zones 2 or 3 will not be permitted. Development in Flood Zones 2 and 3 should be in accordance with the requirements of the national Planning Practice Guidance. Where a strategic development location contains land within Flood Risk Zone 2 and 3, landscaping constitutes an appropriate form of development in these areas;</u></p> <p><u>v) Developments will be required to include measures to deal with surface water drainage using the SuDs hierarchy;</u></p> <p><u>w) Health impact screening to be undertaken for all major development proposals on strategic sites. A full independent Health Impact Assessment will be required if the screening demonstrates a need;</u></p>		
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	<p>x) <u>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;</u></p> <p>y) <u>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.</u></p>																						
<p><b>Policy SL1: Lytham and St Anne's Strategic Location for Development</b></p> <ul style="list-style-type: none"> <li>▪ H1 – Land at Queensway (housing)</li> <li>▪ H2 – Land West of North Houses Lane (housing)</li> <li>▪ H3 – Land North of Moss Hall Lane (housing)</li> <li>▪ H4 – Former EDS Site, Heyhouses Lane (housing)</li> </ul>	<p><b><u>Policy SL1: Lytham and St Anne's Strategic Location for Development</u></b></p> <p><u>Proposals for development of the following strategic sites identified on the Inset Maps at the back of this plan will be supported as follows:</u></p> <table border="1" data-bbox="454 539 1384 1428"> <thead> <tr> <th><u>Site</u></th> <th><u>Homes to be completed during Plan period</u></th> <th><u>Employment over Plan period</u></th> <th><u>Projected commencement date</u></th> </tr> </thead> <tbody> <tr> <td><u>HSS1 - Queensway, St Annes (housing)</u></td> <td><u>1,150</u></td> <td><u>0.0 Ha</u></td> <td><u>2015</u></td> </tr> <tr> <td><u>HSS2 – Heyhouses Lane, St Annes</u></td> <td><u>250</u></td> <td><u>0.0 Ha</u></td> <td><u>Commenced 2014</u></td> </tr> <tr> <td><u>HSS3 – Lytham Quays, Lytham</u></td> <td><u>120</u></td> <td><u>0.0 Ha</u></td> <td><u>Commenced 2007/08</u></td> </tr> <tr> <td><u>ES1 - Queensway Industrial Estate, Snowdon Road, St Annes</u></td> <td><u>0</u></td> <td><u>3.8 Ha</u></td> <td><u>TBC</u></td> </tr> </tbody> </table>	<u>Site</u>	<u>Homes to be completed during Plan period</u>	<u>Employment over Plan period</u>	<u>Projected commencement date</u>	<u>HSS1 - Queensway, St Annes (housing)</u>	<u>1,150</u>	<u>0.0 Ha</u>	<u>2015</u>	<u>HSS2 – Heyhouses Lane, St Annes</u>	<u>250</u>	<u>0.0 Ha</u>	<u>Commenced 2014</u>	<u>HSS3 – Lytham Quays, Lytham</u>	<u>120</u>	<u>0.0 Ha</u>	<u>Commenced 2007/08</u>	<u>ES1 - Queensway Industrial Estate, Snowdon Road, St Annes</u>	<u>0</u>	<u>3.8 Ha</u>	<u>TBC</u>	<p>Policy includes different sites not previously assessed by the SA.</p>	<p>Previously assessed sites (HSS2 and HSS1) to be reviewed and re-assessed as necessary. HSS3 forms a new site assessment, as do ES1, ES2 and ES3. New sites to be included within the assessment.</p>
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<u>HSS1 - Queensway, St Annes (housing)</u>	<u>1,150</u>	<u>0.0 Ha</u>	<u>2015</u>																				
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	<u>ES2 – Dock Road, Lytham</u>	<u>0</u>	<u>0.9 Ha</u>	<u>TBC</u>		
	<u>ES3 – Boundary Road, Lytham</u>	<u>0</u>	<u>0.7 Ha</u>	<u>TBC</u>		
	<b><u>Total</u></b>	<b><u>1,520 homes</u></b>	<b><u>5.4 Ha</u></b>			
<p><u>An agreed masterplan and an approved design code for the comprehensive development of the wider Lytham and St Annes Strategic Location for Development, which will be shown on the Policies Map, should make provision for a range of land uses to include homes, employment and commercial uses, Green Infrastructure and community facilities. A phasing plan should be submitted by the applicant; and a programme of implementation agreed by the Council in accordance with the masterplan and the design code.</u></p> <p><b>Previous Policy (deleted):</b></p>						

	<p><b>Policy SL1</b></p> <p><b>Lytham and St Annes Strategic Location for Development</b></p> <p>Proposals for development of the following strategic sites identified on the inset map will be supported as follows:</p> <table border="1" data-bbox="450 376 1330 842"> <thead> <tr> <th>Site Name</th> <th>Dwellings completed during Plan period</th> <th>Projected commencement date</th> </tr> </thead> <tbody> <tr> <td>Former EDS Site, Heyhouses Lane (housing)</td> <td>335</td> <td>2014</td> </tr> <tr> <td>Land at Queensway (housing)</td> <td>860</td> <td>2015</td> </tr> <tr> <td>Land West of North Houses Lane (housing)</td> <td>340</td> <td>2021</td> </tr> <tr> <td>Land North of Moss Hall Lane (housing)</td> <td>140</td> <td>2026</td> </tr> <tr> <td><b>Total</b></td> <td><b>1,675</b></td> <td></td> </tr> </tbody> </table>	Site Name	Dwellings completed during Plan period	Projected commencement date	Former EDS Site, Heyhouses Lane (housing)	335	2014	Land at Queensway (housing)	860	2015	Land West of North Houses Lane (housing)	340	2021	Land North of Moss Hall Lane (housing)	140	2026	<b>Total</b>	<b>1,675</b>				
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<p><b>Policy SL2: The Blackpool Periphery Strategic Location for Development</b></p> <ul style="list-style-type: none"> <li>▪ H5 – Former Pontins Holiday Centre (housing)</li> <li>▪ M1 – Land East of Cropper Road (mixed use)</li> <li>▪ M2 – Whyndyke Farm (mixed use)</li> <li>▪ E2 – Land at Blackpool International Airport (employment)</li> </ul>	<p><b><u>Policy SL2: The Fylde-Blackpool Periphery Strategic Location for Development</u></b></p> <p><u>Proposals for development of the following strategic sites identified on the Inset Maps at the back of this plan will be supported as follows:</u></p> <table border="1" data-bbox="450 986 1364 1347"> <thead> <tr> <th><u>Site</u></th> <th><u>Homes to be completed during Plan period</u></th> <th><u>Employment over Plan period</u></th> <th><u>Projected commencement date</u></th> </tr> </thead> <tbody> <tr> <td><u>HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor</u></td> <td><u>348</u></td> <td><u>0.0 Ha</u></td> <td><u>Commenced 2015</u></td> </tr> </tbody> </table>	<u>Site</u>	<u>Homes to be completed during Plan period</u>	<u>Employment over Plan period</u>	<u>Projected commencement date</u>	<u>HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor</u>	<u>348</u>	<u>0.0 Ha</u>	<u>Commenced 2015</u>		<p>Policy includes different sites not previously assessed by the SA.</p>	<p>Whyndyke Farm (MUS2) included within previous assessment. New sites to be added to the assessment and previous sites removed.</p>										
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	<u><b>MUS1</b> - Cropper Road East, Whitehills</u>	<u>372</u>	<u>6.5 Ha</u>	<u>Commenced 2015</u>			
	<u><b>MUS2</b> - Whyndyke Farm, Preston New Road, Whitehills</u>	<u>1,310</u>	<u>20 Ha</u>	<u>2018</u>			
	<u><b>HSS5</b> – Cropper Road West, Whitehills</u>	<u>442</u>	<u>0.0 Ha</u>	<u>2020</u>			
	<u><b>HSS6</b> – Land at Lytham St Annes Way, Whitehills</u>	<u>150</u>	<u>0.0 Ha</u>	<u>Commenced 2013</u>			
	<u><b>ES4</b> – Blackpool and Fylde Industrial Estate, Whitehills</u>	<u>0</u>	<u>2.4 Ha</u>	<u>TBC</u>			
	<u><b>ES5</b> - Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor</u>	<u>0</u>	<u>5.0 Ha</u>	<u>TBC</u>			
	<u><b>ES6</b> – ITSA, Brunel Way, Whitehills</u>	<u>0</u>	<u>4.9 Ha</u>	<u>TBC</u>			
	<u><b>ES7</b> – Whitehills Business Park, Whitehills</u>	<u>0</u>	<u>8.6Ha</u>	<u>TBC</u>			
	<u><b>Total</b></u>	<u><b>2,622 homes</b></u>	<u><b>47.4 Ha</b></u>				

	<p><a href="#">An agreed masterplan and an approved design code for the comprehensive development of the wider Fylde-Blackpool Periphery Strategic Location for Development, which includes land along the Blackpool Airport Corridor at Squires Gate, which will be shown on the Policies Map, should make provision for a range of land uses to include homes, employment and commercial uses, Green Infrastructure network and community facilities. A phasing plan should be submitted by the applicant; and a programme of implementation agreed by the Council in accordance with the masterplan and the design code.</a></p> <p><b>Previous Policy (deleted):</b>  <b>Policy SL2</b>  <b>The Blackpool Periphery Strategic Location for Development</b></p> <p>Proposals for development of the following strategic sites identified on the inset map will be supported as follows:</p> <table border="1" data-bbox="454 678 1296 1161"> <thead> <tr> <th>Site Name</th> <th>Dwellings completed during Plan period</th> <th>Projected commencement date</th> <th>Employment land developed over Plan period</th> </tr> </thead> <tbody> <tr> <td>Former Pontins Holiday Centre (housing)</td> <td>275</td> <td>2014</td> <td></td> </tr> <tr> <td>Whyndyke Farm (mixed use)</td> <td>560</td> <td>2020</td> <td>20 ha</td> </tr> <tr> <td>Land East of Cropper Road (mixed use)</td> <td>250</td> <td>2025</td> <td>11 ha</td> </tr> <tr> <td>Land at Blackpool International Airport (employment)</td> <td></td> <td></td> <td>5ha</td> </tr> <tr> <td><b>Total</b></td> <td><b>1,085</b></td> <td></td> <td><b>36 ha</b></td> </tr> </tbody> </table>	Site Name	Dwellings completed during Plan period	Projected commencement date	Employment land developed over Plan period	Former Pontins Holiday Centre (housing)	275	2014		Whyndyke Farm (mixed use)	560	2020	20 ha	Land East of Cropper Road (mixed use)	250	2025	11 ha	Land at Blackpool International Airport (employment)			5ha	<b>Total</b>	<b>1,085</b>		<b>36 ha</b>		
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<ul style="list-style-type: none"> <li>▪ H9 – Land North of Warton (housing)</li> <li>▪ H10 – Land East of Warton (housing)</li> <li>▪ H12 – Former GEC Marconi Factory Site (housing)</li> </ul>	<u>Site</u>	<u>Homes to be completed during Plan period</u>	<u>Employment over Plan period</u>	<u>Projected commencement date</u>		remove impacts of other sites and review impact of changes to homes required.
	<u>HSS7 – Highgate Park, Lytham Road, Warton</u>	254	0.0 Ha	<u>Commenced 2014</u>		
	<u>Total</u>	<u>254 homes</u>	0.0 Ha			
	<p><u>The Council will work with the Bryning-with-Warton Neighbourhood Planning Steering Group on a masterplanning exercise as part of the Neighbourhood Plan for Warton, to identify land for the provision of up to 650 homes (inclusive of existing plan period commitments).</u></p> <p><u>An agreed masterplan and an approved design code for the comprehensive development of the Warton Strategic Location for Development, which will be shown on the Policies Map, will make provision for a range of land uses to include homes, employment and commercial uses, Green Infrastructure network and community facilities. A phasing plan should be submitted by the applicant; and a programme of implementation agreed by the Council in accordance with the masterplan and the design code.</u></p> <p><u>Previous policy (deleted):</u></p>					

	<p><b>Policy SL4</b></p> <p><b>Warton Strategic Location for Development</b></p> <p>Proposals for development of the following strategic sites identified on the Inset Map will be supported as follows:</p> <table border="1" data-bbox="465 391 1301 837"> <thead> <tr> <th>Site Name</th> <th>Dwellings completed during Plan period</th> <th>Projected commencement date</th> </tr> </thead> <tbody> <tr> <td>Former GEC Marconi Factory Site (housing)</td> <td>240</td> <td>2014</td> </tr> <tr> <td>Land East of Warton (housing)</td> <td>380</td> <td>2015</td> </tr> <tr> <td>Land North of Warton (housing)</td> <td>180</td> <td>2017</td> </tr> <tr> <td>Land West of Warton (housing)</td> <td>360</td> <td>2021</td> </tr> <tr> <td><b>Total</b></td> <td><b>1160</b></td> <td></td> </tr> </tbody> </table>	Site Name	Dwellings completed during Plan period	Projected commencement date	Former GEC Marconi Factory Site (housing)	240	2014	Land East of Warton (housing)	380	2015	Land North of Warton (housing)	180	2017	Land West of Warton (housing)	360	2021	<b>Total</b>	<b>1160</b>				
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<p><b>Policy SL4: Kirkham and Wesham Strategic Location for Development</b></p> <ul style="list-style-type: none"> <li>▪ H7 – Land North of Dowbridge, Kirkham (housing)</li> <li>▪ H13 – Land North of Mowbreck Lane, Wesham (housing)</li> <li>▪ M3 – Land Norther of Blackpool Road,</li> </ul>	<p><b><u>Policy SL4: Kirkham and Wesham Strategic Location for Development</u></b></p> <p><u>Proposals for development of the following sites identified on the Inset Maps at the back of this plan will be supported as follows:</u></p> <table border="1" data-bbox="450 1018 1413 1426"> <thead> <tr> <th><u>Site</u></th> <th><u>Homes to be completed during Plan period</u></th> <th><u>Employment over Plan period</u></th> <th><u>Projected commencement date</u></th> </tr> </thead> <tbody> <tr> <td><u>HSS8 – The Pastures, Fleetwood Road, Wesham</u></td> <td><u>262</u></td> <td><u>0.0 Ha</u></td> <td><u>Commenced 2014</u></td> </tr> </tbody> </table>	<u>Site</u>	<u>Homes to be completed during Plan period</u>	<u>Employment over Plan period</u>	<u>Projected commencement date</u>	<u>HSS8 – The Pastures, Fleetwood Road, Wesham</u>	<u>262</u>	<u>0.0 Ha</u>	<u>Commenced 2014</u>		<p>Revised preferred option removes a number of the sites from the policy and adds new sites.</p>	<p>MUS3 was assessed in the previous iteration of the assessment (E4). HSS9 was previously assessed as M3 (although the HSS9 is now housing and the previous allocation was for a mix of uses). Other sites to be added or removed from the assessment as necessary.</p>										
<u>Site</u>	<u>Homes to be completed during Plan period</u>	<u>Employment over Plan period</u>	<u>Projected commencement date</u>																			
<u>HSS8 – The Pastures, Fleetwood Road, Wesham</u>	<u>262</u>	<u>0.0 Ha</u>	<u>Commenced 2014</u>																			

Kirkham (mixed use) ▪ E4 – Land West of Fleetwood Road, Wesham (employment and leisure)	<u><a href="#">HSS9 – Land North of Blackpool Road, Kirkham</a></u>	<u><a href="#">588</a></u>	<u><a href="#">0.0 Ha</a></u>	<u><a href="#">2015</a></u>			
	<u><a href="#">HSS10 – Willowfields, Derby Road, Wesham</a></u>	<u><a href="#">124</a></u>	<u><a href="#">0.0 Ha</a></u>	<u><a href="#">Commenced 2008</a></u>			
	<u><a href="#">MUS3 – Mill Farm Sports Village, Fleetwood Road, Wesham</a></u>	<u><a href="#">0</a></u>	<u><a href="#">1.1 Ha</a></u>	<u><a href="#">TBC</a></u>			
	<u><a href="#">Total</a></u>	<u><a href="#">974 homes</a></u>	<u><a href="#">1.1 Ha</a></u>				
	<p> <u><a href="#">An agreed masterplan and an approved design code for the comprehensive development of the Kirkham and Wesham Strategic Location for Development, which will be shown on the Policies Map, should make provision for a range of land uses to include homes, employment and commercial uses, Green Infrastructure network and community facilities. A phasing plan should be submitted by the applicant; and a programme of implementation agreed by the Council in accordance with the masterplan and the design code.</a></u> </p> <p> <u><a href="#">Development of the strategic sites should conform to the following relevant criteria:</a></u> </p> <ul style="list-style-type: none"> <li>▪ <u><a href="#">Before development takes place on The Pastures, Fleetwood Road, Wesham (site HSS8) and Land north of Blackpool Road, Kirkham (site HSS9) it is advisable that site surveys are carried out to assess the extent and quality of the reserves and whether, in the case of the sand and gravel deposits, there is a case for prior extraction before built development commences.</a></u></li> <li>▪ <u><a href="#">Measures, such as a landscape buffer, to avoid indirect impacts on the Biological Heritage Site and designated sites should be incorporated into the design of the site on The Pastures, Fleetwood Road, Wesham (site HSS8).</a></u></li> </ul>						

	<p>Previous policy (deleted):</p> <p><b>Policy SL3</b></p> <p><b>Kirkham and Wesham Strategic Location for Development</b></p> <p>Proposals for development of the following strategic sites identified on the inset map will be supported as follows:</p> <table border="1" data-bbox="465 454 1339 1098"> <thead> <tr> <th>Site Name</th> <th>Dwellings completed during Plan period</th> <th>Projected commencement date</th> <th>Employment land developed over Plan period</th> </tr> </thead> <tbody> <tr> <td>Land North of Mowbreck Lane, Wesham (housing)</td> <td>240</td> <td>2014</td> <td></td> </tr> <tr> <td>Land North of Dowbridge, Kirkham (housing)</td> <td>240</td> <td>2016</td> <td></td> </tr> <tr> <td>Land North of Blackpool Road, Kirkham (mixed use)</td> <td>295</td> <td>2020</td> <td>9 ha</td> </tr> <tr> <td>Land West of Fleetwood Road, Wesham (employment and leisure)</td> <td></td> <td></td> <td>4 ha</td> </tr> <tr> <td><b>Total</b></td> <td><b>775</b></td> <td></td> <td><b>13 ha</b></td> </tr> </tbody> </table>	Site Name	Dwellings completed during Plan period	Projected commencement date	Employment land developed over Plan period	Land North of Mowbreck Lane, Wesham (housing)	240	2014		Land North of Dowbridge, Kirkham (housing)	240	2016		Land North of Blackpool Road, Kirkham (mixed use)	295	2020	9 ha	Land West of Fleetwood Road, Wesham (employment and leisure)			4 ha	<b>Total</b>	<b>775</b>		<b>13 ha</b>		
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<b>Policy GD1: Settlement Boundaries</b>	<p><b>Policy GD1: Settlement Boundaries</b></p> <p>The boundaries of Fylde's settlements <a href="#">in Fylde</a> will be shown on the <a href="#">FBLP Proposals Policies</a> Map.</p>	Revised policy includes additions that may have implications for the SA.	Assessment to be reviewed and modified as necessary.																								

	<p>Development will be directed towards existing settlements and, within settlement boundaries, development on brownfield land will be encouraged, subject to other relevant Local Plan policies being satisfied.</p> <p><u>Development will be focussed on previously developed land within and immediately abutting the existing settlements, subject to other relevant Local Plan policies being satisfied.</u></p> <p>Development proposals on greenfield sites within settlement boundaries will be assessed against all relevant Local Plan policies applying to the site, including, but not limited to, policies on the settlements' development targets, infrastructure, open and recreational space, <u>the historic environment</u>, nature conservation, <u>mineral safeguarding, the risk of flooding</u>, as well as any land designations or allocations.</p> <p><del>Development outside settlement boundaries will be assessed against national policy and any relevant Local Plan policies.</del></p> <p><u>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.</u></p>		
	<p><b><u>Policy GD2: Green Belt</u></b>  <u>The Green Belt will be shown on the Policies Map. Within that area national guidance for development in the Green Belt will be applied.</u></p>	New Policy	Policy to be added to the assessments.
<p><b>Policy GD2: Area of Separation</b></p>	<p><b><u>Policy GD3: Areas of Separation</u></b>  <u>An Area of Separation is designed to preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in a coalescence of two distinct and separate settlements.</u></p> <p><del>The character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham (as identified on the inset map) will be maintained by the definition of an Area of Separation.</del></p> <p><u>Areas of Separation identified on the Inset Map, are areas that are free from built development and are designated to avoid coalescence and to maintain the character and distinctiveness of the following settlements:</u></p> <ul style="list-style-type: none"> <li>➤ <u>Kirkham and Newton; and</u></li> <li>➤ <u>Wrea Green and Kirkham.</u></li> </ul>	Policy largely re-written.	Assessment to be reviewed and updated.

	<p>Appropriate development within the Area of Separation will be permitted provided it does not contribute to the coalescence of the two settlements or diminish the open character of the land between them.</p> <p><u>Development will be assessed in terms of its impact upon the Area(s) of Separation, including any harm to the to the openness of the land between settlements and, in particular, the degree to which the development proposed would compromise the function of the Area(s) of Separation in protecting the identity and distinctiveness of settlements. Extensions to existing homes will be permissible within the Area(s) of Separation. No new homes will be permitted within the curtilage of existing homes in the Area(s) of Separation.</u></p> <p>The Areas of Separation will be a focus for Green Infrastructure. So far as is consistent with the predominantly open and undeveloped character of the area, opportunities to improve public access and appropriate recreational uses will be <del>encouraged</del> <u>supported</u>. Similarly, opportunities to conserve, enhance and restore biodiversity and geodiversity value will be a priority <u>encouraged</u>.</p>		
<p><b>Policy GD3: Promoting Mixed Use Development</b></p>	<p><b>Policy GD6: Promoting Mixed Use Development</b></p> <p><u>Mixed use development will be encouraged on strategic sites in order to provide local retail centres and access to employment, commercial, leisure and recreational opportunities close to where people live and work. The element of mixed use development will depend on the particular site and the character of the surrounding area.</u></p> <p>Mixed use development will be promoted where the following apply:</p> <ul style="list-style-type: none"> <li>a) An area within which the scale and character of uses is such that no single land use predominates. Residential, retailing, business, educational facilities, recreation, sport, open space and industrial uses may all be represented.</li> </ul> <p><del>Mixed use areas comprising local service uses alongside residential and other uses, which could include business and open space.</del></p> <ul style="list-style-type: none"> <li>b) Where residential and commercial uses can be integrated within the same unit, creating flexible working practices and live / work units, <u>or opportunities for home working.</u></li> <li>c) <u>Mixed use development would be supported providing it does not undermine housing delivery.</u></li> </ul>	<p>Policy has been modified</p>	<p>Assessment to be reviewed and updated.</p>

	The element of mixed use will depend on the particular site and the character of the surrounding area.		
<b>Policy GD4: Large Developed Sites in the Countryside</b>	<p><b><u>Policy GD5</u></b>  <b><u>Large Developed Sites on land outside settlement boundaries</u></b></p> <p>The complete or partial redevelopment of large developed sites <u>on land outside settlement boundaries, including but not restricted to the Universal Products Factory at Greenhalgh; the Arvin Exhaust Site at Hillock Lane, Warton; the BNFL Site at Salwick; the Naze Lane Industrial Estate at Freckleton; Weeton Barracks Camp; HM Prison Kirkham; and Ribby Hall Village, all of which will be identified on the Policies Map</u> <del>in the countryside</del> will be permitted subject to the following criteria:</p> <p>a) The proposal would <del>not harm the</del> <del>have no greater impact on the</del> character, appearance or nature conservation value of <u>open land outside settlement boundaries</u> <del>the countryside</del>, Areas of Separation, <u>landscape setting, historic environment</u> or Green Belt than the existing development, in terms of footprint, massing and height of the buildings;</p> <p>b) The proposal will not require additional expenditure by public authorities in relation to infrastructure and it can safely be served by existing or proposed means of access and the local road network;</p> <p><u>c) Proposals for partial re-development are put forward in the context of a comprehensive long term plan for the site as a whole;</u></p> <p><u>d) Proposed re-development can be safely and adequately served by existing or proposed means of access and the local road network without adversely affecting highway safety;</u></p> <p><u>e) Opportunities to improve public transport connections, and pedestrian and cycle links are maximised; and</u></p> <p><u>f) Mixed use development is promoted on these sites.</u></p> <p><u>It is not intended that this policy should relate to the re-development of redundant farms or holiday caravan sites.</u></p>	Policy has been re-written.	Assessment to be reviewed and revised.
	<b><u>Policy GD8: Demonstrating Viability</u></b>	New Policy	To be added to the assessment.

	<p><u>The Council will seek to retain existing commercial / industrial (B1, B2 or B8) and leisure uses, including land / premises, together with agricultural / horticultural workers' homes and the tourism use of premises in Holiday Areas identified on the Inset Map, unless it can be demonstrated to the satisfaction of the Council that one of the following tests has been met:</u></p> <p>a) <u>Following a 12 month marketing exercise the continued use of the site / premises for its existing use is no longer viable in terms of the building age and format and that it is not commercially viable to redevelop the land or refurbish the premises for its existing use. In these circumstances, and where appropriate, it will also need to be demonstrated that there is no realistic prospect of a mixed-use development for the existing use and a compatible use;</u>  <u>or</u></p> <p>b) <u>Following a 12 month marketing exercise the land / premises is / are no longer suitable for the existing use when taking into account access / highway issues (including public transport), site location, business practices, infrastructure, physical constraints, environmental considerations and amenity issues. The compatibility of the existing use with adjacent uses may also be a consideration; or</u></p> <p>c) <u>appropriate marketing of the land / property indicates that there is no demand for the land / property in its existing use. Details of the current occupation of the buildings, and where this function would be relocated, will also be required.</u></p> <p><u>Where the existing use is no longer considered viable by the Council and a mixed-use scheme is also not viable or appropriate, the Council will preferentially seek the following alternative uses prior to consideration of a market housing-led scheme:</u></p> <p><input type="checkbox"/> <u>For existing retail uses, an alternative use that helps create or maintain the vitality of a town, district or local centre; and</u></p> <p><input type="checkbox"/> <u>For existing agricultural / horticultural workers' homes, for affordable housing, except when located in an isolated rural location.</u></p> <p><b><u>Marketing</u></b></p> <p><u>Where an application relies upon a marketing exercise to demonstrate that there is no demand for the land / premises in its current use, the applicant will be expected to submit evidence to demonstrate that the marketing was adequate and that no reasonable offers were refused. This will include evidence demonstrating that:</u></p>		
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	<p>i) <u>The marketing has been undertaken by an agent or surveyor at a price which reflects the current market or rental value of the land / premises for its current use and that no reasonable offer has been refused.</u></p> <p>ii) <u>The land / premises has been marketed, as set out in iii) below, for an appropriate period of time, which will usually be 12 months, or 6 months for retail premises.</u></p> <p>iii) <u>The land / premises has / have been frequently advertised and targeted at the appropriate audience. Consideration will be given to the nature and frequency of advertisements in the local press, regional press, property press or specialist trade papers etc; whether the land / premises has / have been continuously included on the agent's website and agent's own papers / lists of premises; the location of advertisement boards; whether there have been any mail shots or contact with local property agents, specialist commercial agents and local businesses; and with regards to commercial / industrial property, whether it has been recorded on the Council's sites and premises search facility. In certain cases, for example, where a significant departure from policy is proposed, the Council may seek to independently verify the submitted evidence, and the applicant will be required to bear the cost of independent verification.</u></p>														
<b>The Fylde Economy</b>															
<b>Policy EC1: Overall Provision of Employment Land</b>	<p><b>Policy EC1: Overall Provision of Employment Land <u>and Existing Employment Sites</u></b></p> <p><u>59.1 Ha of new employment development will be delivered from 1 April 2011 to 31 March 2032. The requirement will be met on the following sites, which are also identified on the Inset Maps at the back of this plan.</u></p> <table border="1" data-bbox="501 932 1554 1299"> <thead> <tr> <th><u>Site</u></th> <th><u>Area (Ha)</u></th> <th><u>Appropriate Use Classes</u></th> </tr> </thead> <tbody> <tr> <td><u>ES1 Queensway Industrial Estate, Snowden Road, St Annes</u></td> <td><u>3.8</u></td> <td><u>B1(a), B1(b), B1(c), B2, B8</u></td> </tr> <tr> <td><u>ES2 Dock Road, Lytham</u></td> <td><u>0.9</u></td> <td><u>B1(a), B1(b), B1(c), B2, B8</u></td> </tr> <tr> <td><u>ES3 Boundary Road, Lytham</u></td> <td><u>0.7</u></td> <td><u>B1(a), B1(b), B1(c), B2, B8</u></td> </tr> </tbody> </table>	<u>Site</u>	<u>Area (Ha)</u>	<u>Appropriate Use Classes</u>	<u>ES1 Queensway Industrial Estate, Snowden Road, St Annes</u>	<u>3.8</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>	<u>ES2 Dock Road, Lytham</u>	<u>0.9</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>	<u>ES3 Boundary Road, Lytham</u>	<u>0.7</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>	<p>Policy re-written. ES5 was assessed in the previous iteration and remains unchanged.</p>	<p>With the exception of ES5 (E2 previously), all sites to be re-assessed and policy re-assessed.</p>
<u>Site</u>	<u>Area (Ha)</u>	<u>Appropriate Use Classes</u>													
<u>ES1 Queensway Industrial Estate, Snowden Road, St Annes</u>	<u>3.8</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>													
<u>ES2 Dock Road, Lytham</u>	<u>0.9</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>													
<u>ES3 Boundary Road, Lytham</u>	<u>0.7</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>													

	<u>MUS3 - Mill Farm Sports Village, Fleetwood Road, Wesham (mixed use: employment and leisure)</u>	<u>1.1</u>	<u>B1(a), B1(b), B1(c), B2, B8 and (D2)</u>		
	<u>ES4 Blackpool and Fylde Industrial Estate, Whitehills</u>	<u>2.4</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>ES5 - Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor</u>	<u>5.0</u>	<u>B1(a), B1 (b), B1 (c), B2, B8</u>		
	<u>ES6 ITSA, Brunel Way, Whitehills</u>	<u>4.9</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>ES7 – Whitehills Business Park, Whitehills</u>	<u>8.6</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>MUS1 - Cropper Road East, Whitehills (mixed use: housing and employment)</u>	<u>6.5</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>MUS2 - Whyndyke Farm, Preston New Road, Whitehills (mixed use: housing and employment)</u>	<u>20.0</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>ES8 - Naze Lane, Freckleton</u>	<u>2.4</u>	<u>B1(a), B1(b), B1(c), B2</u>		
	<u>Total</u>	<u>59.1 Ha</u>			

Development proposals for alternative uses in these locations will be resisted, unless it is demonstrated to the satisfaction of the Council that there is no reasonable prospect of the site being used for employment purposes.

Where unacceptable harm is not caused, the following uses will be permitted:

- employment development **Class B1. Business** - B1(a) as an office other than a use within class A2 (financial and professional services); B1(b) for research and development of products or processes; or B1(c) for any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
- **Class B2. General Industrial** and
- **Class B8. Storage or distribution.**

**Existing Employment Sites**

Within the existing business and industrial areas, listed below, land and premises in Class B Business and Industrial uses will be retained in that use class unless it is demonstrated to the satisfaction of the Council that there is no reasonable prospect of the site being used for employment purposes.

<u>Site</u>	<u>Appropriate Use Classes</u>
<u>Queensway Industrial Estate, Snowden Road, St Annes</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>
<u>Blackpool Airport, Squires Gate, Blackpool Airport Corridor</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>
<u>Scafell Road, Snowden Road / Everest Road, St Annes</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>

	<u>Preston Road, Lytham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Dock Road, Lytham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Boundary Road, Lytham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Naze Lane, Freckleton</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Kirkham Trading Park, Kirkham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Progress Mill, Orders Lane, Kirkham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Marquis Street / Richard Street, Kirkham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Whitworth Street, Wesham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Westinghouse Springfield, Salwick</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>BAE Systems, Warton</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Blackpool and Fylde Industrial Estate, Blackpool Airport Corridor</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Whitehills Park, Blackpool Airport Corridor</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>AXA / AEGON Offices, Ballam Road, Lytham</u>	<u>B1(a), B1(b), B1(c)</u>		
	<u>Jubilee House, Lytham</u>	<u>B1(a), B1(b), B1(c)</u>		
	<u>St George's Park, Kirkham</u>	<u>B1(a), B1(b), B1(c), B8</u>		
	<u>Fairfield Research Station, Greenhalgh</u>	<u>B1(a), B1(b), B1(c)</u>		
	<u>Former RAF Camp, Hillock Lane, Warton</u>	<u>B1(a), B1(b), B1(c)</u>		

	<u>Land Registry, Warton</u>	<u>B1(a), B1(b), B1(c)</u>		
	<u>Brook Mill, Station Road, Wrea Green</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Clifton Marsh Depot, Clifton</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Mill Farm, Wesham</u>	<u>B1(a), B1(b), B1(c), B8</u>		
	<u>Wareing's Site, Blackpool Road, Kirkham</u>	<u>B1(a), B1(b), B1(c), B2, B8</u>		
	<u>Peel Hall Business Village, Westby</u>	<u>B1(a), B1(b), B1(c), B8</u>		
	<u>Braithwaites Yard Business Park, Warton</u>	<u>B1(a), B1(b), B1(c), B8</u>		
	<u>Mythop Lodge, Weeton with Preese</u>	<u>B8</u>		
	<u>Freckleton Boatyard, Warton</u>	<u>B1(c), B8</u>		
	<u>Dingle Farm Rural Business Park, Newton</u>	<u>B1(c), B8</u>		
Previous policy (deleted):				

**Policy EC1**

**Overall Provision of Employment Land**

The delivery of 49 ha of new employment development will be promoted from 2011 up to 2030. Such requirement will be met as follows:

Site Name	Area (Ha)	Appropriate Use Classes
Blackpool International Airport (employment only)	5	B1(a)
Land West of Fleetwood Road, Wesham (mixed use)	4	B1(a), B1(b), B1(c), B2, B8
Land East of Cropper Road, Blackpool Periphery (mixed use)	11	B1(a), B1(b), B1(c), B2, B8
Whyndyke Farm, Blackpool periphery (mixed use)	20	B1(a), B1(b), B1(c), B2, B8
Land North of Blackpool Road, Kirkham or locally known as 'Kirkham Triangle' – (mixed use)	9	B1(a), B1(b), B1(c), B8
<b>Total</b>	<b>49</b>	

The appropriate use classes referred to above are B1, B2 and B8. Development proposals for alternative uses in these locations will be resisted, unless it is demonstrated to the satisfaction of the local planning authority that there is no reasonable prospect of the site being used for employment purposes.

**Existing Employment Sites**

Within the existing business and industrial areas, as defined in adopted FBLP policy EMP2, land and premises in class B business and industrial uses will be retained in that use class unless it is demonstrated to the satisfaction of the local planning authority that there is no reasonable prospect of the site being used for employment purposes.

**Policy EC2 : Lancashire AEM Enterprise Zone at BAE Systems, Warton**

New Policy

Policy to be assessed.

	<p><u><b>a) The Lancashire Enterprise Zone at BAE Systems, Warton</b></u></p> <p><u>The Council continues to support the specialised activity at BAE Systems, Warton, in line with the company’s operations. The boundary of the site, which includes both the BAE Systems Core Area and the Enterprise Zone, will be identified on the Policies Map. The designation of the Lancashire Enterprise Zone at BAE Systems, Warton will help create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. It will help improve the local economy and also increase the contribution to national growth.</u></p> <p><u><b>b) Local Development Order</b></u></p> <p><u>The Council supports the delivery of the Lancashire Enterprise Zone and has produced a Local Development Order - Part 1, to aid the delivery process. Subsequent Local Development Orders will be produced when necessary. A Masterplan has also been produced and adopted, which forms a key part of the overall delivery of the Enterprise Zone. The key purpose of the Masterplan is to establish the development and design framework for Phase 1 of the site and ensure it is in accordance with the relevant parameters within the Local Development Order.</u></p>		
<p><b>Policy EC2: Managing Development of Employment Land</b></p>	<p><b>Policy EC3: Employment Opportunities</b></p> <p><u>The availability of land in the Borough for employment opportunities is limited. Therefore, the Council seeks to retain continued employment use of existing employment sites. This could include any type of employment use, including agriculture, and may not be restricted to B1, B2 and B8 land uses.</u></p> <p>The Council will take account of the following factors when assessing all development proposals for employment uses:</p> <p>a) The accommodation should be flexible and suitable to meet changing future employment needs, and in particular provide for the requirements of local businesses and small firms.</p> <p><del>The scale, bulk and appearance of the development should be compatible with the character of its surroundings.</del></p>		

	<p><del>The development must not significantly harm the amenities of nearby occupiers, nor cause unacceptable adverse environmental impact on the surrounding area.</del></p> <p><del>The scale of development should be compatible with the level of existing or potential public transport accessibility, and the on-street parking situation. Where additional infrastructure is required due to the scale of the development, such development will be required to fund the necessary infrastructure to support it by appropriate means.</del></p> <p>b) The Council will seek to ensure that employment opportunities are provided <u>and are easily accessible</u> for local people and, where necessary, developers will be encouraged to implement relevant training programmes.</p> <p><del>The development should accord with other policies in the Local Plan.</del></p> <p><del>A landscape masterplan should be submitted prior to development of the site indicating that landscaping will be implemented in advance of the development.</del></p> <p><u>In order to support economic growth and expansion, the Council endorses the roll-out of high speed broadband in line with the Lancashire Broadband Plan.</u></p> <p><u>The sustainable growth and expansion of all types of business is supported where this is in accordance with other policies in the Local Plan.</u></p>		
<p><b>Policy EC3: The Rural Economy</b></p>	<p><b><u>Policy GD4: Development in the Countryside</u></b>  <u>Development in the Countryside, which will be shown on the Policies Map, will be limited to:</u></p> <p>a) <u>that needed for purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area, including uses which would help to diversify the rural economy, including small-scale tourist accommodation, caravan sites and very exceptionally, larger scale tourism development;</u></p> <p>b) <u>the re-use or rehabilitation of existing permanent and substantial buildings;</u></p> <p>c) <u>minor extensions to existing homes and other buildings;</u></p> <p>d) <u>development essentially needed for the continuation of an existing enterprise, facility or operation, of a type and scale which would not harm the character of the surrounding countryside;</u></p> <p>e) <u>isolated new homes in the countryside which meet the criteria set out in policy H6.</u></p>	<p>Policy re-written and included within the GD policies</p>	<p>Policy to be re-appraised and included with the GD policies assessments.</p>

	<p>Deleted policy:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy EC3</b></p> <p><b>The Rural Economy</b></p> <p>The sustainable growth and expansion of all types of business in the rural areas is supported where this is in accordance with other policies in the Local Plan.</p> <p>Employment opportunities in the rural areas of the Borough are limited, therefore the Council seeks to retain continued employment use of existing employment sites. This could include any type of employment use, including agriculture, and may not be restricted to B1, B2 and B8 land uses.</p> <p>Where it can be demonstrated to the satisfaction of the local planning authority that there is no reasonable prospect of a site being used for employment purposes, the Council will consider alternative uses where this is in accordance with other policies in the Local Plan.</p> <p>The irreversible 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.</p> <p>In order to support economic growth and expansion, the Council will support the roll out of high speed broadband in line with the Lancashire Broadband Plan.</p> <p>The promotion and enhancement of rural tourism will be encouraged through rural diversification to create small-scale, sensitively designed visitor attractions and accommodation which:</p> <ul style="list-style-type: none"> <li>a) Take advantage of some of the Borough’s natural and heritage assets, such as the canal network;</li> <li>b) Encourage the conversion of agricultural buildings in rural areas to support the visitor economy;</li> </ul> </div>		
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	<p>c) Promote walking, cycling and bridle routes, including long distance routes and linkages to national networks;</p> <p>d) Contribute to the Ribble Coast and Wetlands Regional Park and the Coastal Parkway and its enjoyment by visitors; and</p> <p>e) Provide opportunities to access and learn about the natural and historic environment.</p>			
<p><b>Policy EC4: Maintaining Vibrant Town and Local Centres</b></p>	<p><b>Policy EC4: Vibrant Town, District and Local Centres</b></p> <p><del>Retail and other appropriate town centre development will be encouraged within the defined town centres. Proposals for such development in the ‘edge of centre’ or ‘out of town’ locations will be considered in line with the National Planning Policy Framework.</del></p> <p><del>Within the district and local centres, retail and other appropriate town centre uses will be supported where they are appropriate to the scale, role and function of the centre.</del></p> <p><a href="#">The town, district and local centres; and primary and secondary frontages are defined on Maps at the back of this plan.</a></p> <p><b>Retail Hierarchy of Centres</b></p> <p>The retail hierarchy of town, district and local centres within Fylde is as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Town Centres</b> <ul style="list-style-type: none"> <li>➤ Kirkham;</li> <li>➤ Lytham; and</li> <li>➤ St Annes.</li> </ul> </li> <li>2. <b>District Centres</b> <ul style="list-style-type: none"> <li>➤ <a href="#">Ansdell</a>, Freckleton, Warton</li> </ul> </li> <li>3. <b>Local Centres</b> <ul style="list-style-type: none"> <li>➤ <a href="#">Freckleton</a>;</li> <li>➤ Alexandria Drive, St Annes;</li> <li>➤ Headroomgate Road, St Annes;</li> <li>➤ <del>Kilnhouse Lane, St Annes;</del></li> <li>➤ <del>St Davids Road South, St Annes;</del></li> </ul> </li> </ol>		<p>Policy re-written, although a number of centres within the hierarchy remain the same.</p>	<p>Assessment to be revised.</p>

- ~~Whalley Place, St Annes;~~
- St Davids Road North, St Annes;
- St Albans Road, St Annes;
- A local centre is proposed in Warton; and
- A local centre is proposed in Whitehills.

~~The town, district and local centre boundaries are saved from the adopted FBLP and the existing boundaries shown on the Proposals Map are carried forward.~~

In the town centres, as defined on the Maps at the back of this plan, retail and other main town centre uses, including the following uses, will be encouraged within the defined town centres: Retail (A1), Financial and Professional Services (A2), Restaurants and Cafes (A3), Drinking Establishments (A4), Hot Food Takeaways (A5), Business (B1), Hotels (C1), Dwelling houses (C3), Non-residential Institutions (D1) and Assembly and Leisure (D2).

### Primary Shopping Frontage

~~Within~~ In the primary shopping frontages, ~~defined in the adopted FBLP proposals for the change of use from retail (Class A1 of the Use Classes Order) to other uses as defined on the Maps at the back of this plan, proposals for the change of use from A1, A2 and A3 uses to other uses~~ will be required to meet the following criteria:

- a) The proposal retains a pedestrian-level shop front with windows and display;
- b) Any proposed non A1, A2 and A3 uses at pedestrian level should, wherever possible, have operational hours that include at least a part of traditional opening times (9.00am – 5.00pm). Uses that involve operational hours in the evening or night should not create unacceptable disturbance or nuisance to residents or other users of the centre and surrounding areas.

~~Within the primary and Secondary shopping frontages, as defined in the adopted FBLP, policies SH1, SH2, SH3, SH4, SH5, SH7 and SH8 will apply until such as time as they are replaced by the Local Plan Part 2: Site Allocations to 2030.~~

### **Other Uses in Town and Local Centres**

	<p>Within town centres, a diversity of uses that support the vitality and viability of the centre will be encouraged above ground floor level, to encourage an evening economy, and to improve safety and security by increasing natural surveillance of the centre. Such uses include cultural facilities, restaurants and cafes, financial and professional services, offices and residential uses, as well as uses relating to non-residential institutions, and leisure/recreation uses that are appropriate in a town centre.</p> <p><b><u>Secondary Shopping Frontage</u></b></p> <p><u>In the secondary shopping frontages, as defined on the Maps, proposals for main town centre uses will be permitted at ground and upper floor levels. Uses that involve operational hours in the evening or night should not create unacceptable disturbance to residents or other users of the centre and surrounding areas.</u></p> <p><b><u>Wood Street, St Annes</u></b></p> <p><u>Within Wood Street, St Annes redevelopment or changes of use to restaurants, cafes and drinking establishments, or extensions to such existing uses will be permitted, subject to any external works being in keeping with the character and amenities of the town centres, and impacts on neighbours being acceptable.</u></p> <p><b><u>Office Development</u></b></p> <p>Office development will be encouraged within or on the edge of the <u>defined</u> town centres and on other sites allocated for <u>Business Class (B1) development</u>. <u>Small-scale (up to 1,000m<sup>2</sup>) office uses will be permitted elsewhere within settlements, provided that they comply with other Local Plan policies, in particular Policy ENV6: Good Design in New Development. They</u> <u>The office development</u> should be of a suitable scale and should not have an unacceptable impact on <u>their</u> <u>the locality</u>, for example in terms of traffic generation, <u>by virtue of appearance, scale, highways and residential amenity</u>. <u>New office developments should be readily accessible by public transport.</u></p> <p><b><u>Town Centre Management Plans</u></b></p> <p>The Council will produce Town Centre Management Plans which will address the function and accessibility of each town centre, including appropriate public realm schemes.</p>		
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	<p><b><u>Development outside of town centres</u></b></p> <p><u>When assessing proposals for retail, leisure and office development outside of town centres, a local threshold of anything more than 750 square metres will apply in terms of requiring a retail impact assessment.</u></p> <p><b><u>Ansdell District Centre</u></b></p> <p><u>Within Ansdell District Centre a range of appropriate services that support the role and function of the District Centre, including a supermarket, food and drink, leisure uses, public and community uses and other uses complementary to local shops, will be encouraged.</u></p> <p><b><u>Local Centres</u></b></p> <p><u>The following criteria apply to a change of use and development within Local Centres:</u></p> <ol style="list-style-type: none"> <li>1. <u>Planning permission will be granted provided that:</u> <ol style="list-style-type: none"> <li>a) <u>The proposal would contribute in level, quality or range towards meeting local shopping needs; and</u></li> <li>b) <u>The proposal would not adversely affect the character of the centre or the amenity of adjoining property; and</u></li> <li>c) <u>The proposal would not adversely affect the vitality and viability of other nearby existing centres or prejudice future investment in those centres.</u></li> </ol> </li> <li>2. <u>Premises within Local Centres will be protected and enhanced for retail use (A1). Other uses such as financial and professional services (A2) and Restaurants and Cafes (A3) may be more appropriate to maintain / enhance the vitality and viability of the Local Centre and will be permitted at ground level where:</u> <ol style="list-style-type: none"> <li>a) <u>The development does not cause undue detriment to the centre's range of facilities, thereby threatening the centre's viability and vitality;</u></li> <li>b) <u>the development does not prejudice residential amenity or highway safety.</u></li> </ol> </li> <li>3. <u>Other non-retail uses, including residential, will be permitted if criteria 2(a) and 2(b) above are met and if they do not result in a break (i.e. a single unit) in the shopping frontage that would threaten the centre's viability and vitality.</u></li> </ol>		
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	<p>4. <u>Where the applicant can demonstrate that the whole building will be fully utilised for retail / commercial purposes, the provision of flats on the upper floors will be discouraged.</u></p> <p><u>A Local Centre is proposed in Warton to support the Warton Strategic Location for Development; and a Local Centre is also proposed at Whitehills to support the Fylde – Blackpool Strategic Location for Development. Within the proposed Warton Local Centre and Whitehills Local Centre, as identified on the maps at the back of this plan, a range of appropriate services that support the role and function of the Local Centres will be encouraged, subject to criteria 1 - 4 above.</u></p> <p><b><u>Loss of community, leisure and cultural facilities and services</u></b></p> <p><u>The loss of community, health, leisure and cultural facilities and services within town, district and local centres will be resisted unless it can be demonstrated that the facility is no longer needed, or it can be established that the services provided by the facility can be provided in an alternative location or manner that is equally accessible by the community.</u></p> <p><b><u>Out of Centre</u></b></p> <p><u>Proposals for development in ‘edge of centre’ or ‘out-of-centre’ locations will be considered in line with the Framework.</u></p>		
<p><b>Policy EC5: Leisure Culture and Tourism Development</b></p>	<p><b>Policy EC5: Leisure, Culture and Tourism Development</b></p> <p>The Council will plan for leisure, culture and tourism by:</p> <p>a) Promoting St Annes as a classic seaside resort, <u>based on its tourism heritage, the seafront, Promenade and Ashton Gardens, its Victorian architecture and Pier.</u></p> <p><del>Supporting the physical regeneration of Lytham and St Annes seafront area to maintain the hotel market and support wider tourism and the local economy.</del></p> <p>b) <u>Promoting the principles of sustainable tourism through realising the potential of the Borough’s heritage assets, in particular the Promenade Gardens and Ashton Gardens, St Annes Pier, Lytham Hall and its historic parkland, Lytham Windmill and Lowther Pavilion and Gardens.</u></p>	<p>Significant number of additions and revisions made to the policy.</p>	<p>Re-assessment required.</p>

	<p>c) <u>Supporting the high quality physical regeneration of The Island Sea Front Area and the protection of seaside resort facilities, to support wider tourism, culture and the local economy.</u></p> <p>d) <del>Promoting investment</del> <u>Physical regeneration</u> and enhancement of the manmade coastal defences at <del>Pleasure Island</del> <u>The Island Sea Front Area</u>, Fairhaven Lake and Church Scar in order to encourage <u>coastal</u> tourism <u>and recreation</u> and help maintain flood defences.</p> <p>e) Encouraging daytime and evening business, leisure, cultural and heritage based tourism facilities, such as hotels, restaurants, cinemas, theatres, museums, swimming pools and leisure centres <u>within Key Service Centres and Local Service Centres</u> <del>within the town centres.</del></p> <p>f) <del>Protecting existing</del> tourism, cultural, <u>heritage</u> and leisure assets, such as golf courses and the seaside resort facilities, with a view to helping them to adapt to new challenges <u>by the use of development briefs.</u></p> <p>g) Promoting public art and public realm works <del>within settlements</del> and seeking developer contribution funding where appropriate <u>and CIL compliant.</u></p> <p>h) Promoting beach leisure activities, <u>coastal tourism</u> and <u>recreational</u> events.</p> <p>i) <u>Promoting the Ribble Coast and Wetlands Regional Park initiative and implementing the infrastructure projects identified in the Coastal Strategy, including the delivery of tourism and recreation.</u></p> <p><b><u>The Island Sea Front Area</u></b></p> <p><u>Leisure, culture and tourism development within The Island Sea Front Area, as defined on the Inset Map, will be encouraged provided that proposals:</u></p> <ul style="list-style-type: none"> <li>i) <u>are appropriate for a seafront location;</u></li> <li>ii) <u>conserve and enhance heritage assets and their setting;</u></li> <li>iii) <u>respect the character of the area; and</u></li> <li>iv) <u>do not prejudice the visual and other amenities of the seafront and nearby residential properties.</u></li> </ul> <p><u>Non leisure, culture and tourism uses will not be permitted in this Sea Front Area.</u></p>		
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	<p><u><b>Ribby Hall Village</b></u></p> <p><u>Development of additional leisure, culture and tourism uses at Ribby Hall Village will be permitted, provided that the amenities and character of the site are preserved and enhanced. The boundary of Ribby Hall Village is identified on the Inset Map.</u></p> <p><u><b>Rural Tourism</b></u></p> <p><u>The promotion and enhancement of rural tourism will be encouraged through rural diversification to create small-scale, sensitively designed visitor attractions which:</u></p> <ol style="list-style-type: none"> <li><u>1. Take advantage of the Borough's natural environment and heritage assets, including the Lancaster Canal corridor and towpath;</u></li> <li><u>2. Encourage the reuse, rehabilitation and conversion of existing permanent and substantial buildings in rural areas to support the visitor economy;</u></li> <li><u>3. Promote walking, cycling and horse riding, including long distance routes and linkages to national networks and trails, improvements to the coastal path and access to the coast;</u></li> <li><u>4. Contribute to the Ribble Coast and Wetlands Regional Park and to Fylde's open coastline and their enjoyment by visitors; and</u></li> <li><u>5. Provide opportunities to access and learn about the natural and historic environment.</u></li> </ol>		
<p><b>Policy EC6: Leisure Culture and Tourism Accommodation</b></p>	<p><b>Policy EC6: Tourism Accommodation</b></p> <p><u><b>Holiday Areas</b></u></p> <p><u>High quality serviced tourism accommodation (e.g. hotels) will be <del>permitted</del> encouraged in the primary <del>Holiday Areas</del> in St Annes, as defined on the Inset Map, <u>provided that proposals:</u></u></p> <ol style="list-style-type: none"> <li><u>i) respect the character of the area; and</u></li> <li><u>ii) do not prejudice the visual and other amenities of nearby residential properties.</u></li> </ol> <p><del>Leisure and tourism development will be encouraged in the North Promenade and South Promenade Sea Front area of St Annes and at Fairhaccon Lake Sea Front area of</del></p>	<p>Some of the deletions have been included within Policy EC5 above.</p>	<p>Assessment to be reviewed including inclusion of deleted text becoming new text in EC5.</p>

	<p><del>Ansdehl/Fairhaven, as defined on the inset map. Non leisure, culture and tourism uses will be resisted in these areas.</del></p> <p><del>Development of additional leisure , culture and tourism uses at Ribby Hall Village will be permitted, provided that the amenities and character of the site are preserved and enhanced.</del></p> <p>Non serviced tourism accommodation uses in these areas will be resisted.</p> <p><b><u>Holiday Caravans and Camping Pitches</u></b></p> <p><u>Holiday caravan pitches should remain in their original use will be retained for holiday use.</u></p> <p>A limited increase in static and touring caravan and camping pitches will be permitted in order to enable environmental improvements.</p>		
<b>Provision of Homes in Fylde</b>			
	<p><b><u>Policy H1: Housing Delivery and the Allocation of Housing Land</u></b></p> <p><u>The Council will provide for and manage the delivery of new housing by:</u></p> <p><u>a) Setting and applying minimum requirements as follows:</u></p> <ul style="list-style-type: none"> <li><u>➤ <b>370 homes per annum</b></u></li> </ul> <p><u>b) Keeping under review housing delivery performance on the basis of rolling 3 year completion levels. If, over the latest 3 year review period, any targets relating to housing completions are missed by more than minus 20%, the phasing of uncommitted sites will be adjusted as appropriate to achieve a higher delivery; provided this would not adversely impact on existing housing or markets within or outside the Local Plan area.</u></p> <p><u>c) Ensuring there is enough deliverable land suitable for house building capable of providing a continuous forward looking 5 year supply from the start of each annual monitoring period and in locations that are in line with the Policy DLF1 (Development Locations for Fylde) and suitable for developments that will provide the range and mix of house types necessary to meet the requirements of the Local Plan.</u></p> <p><u>d) Phasing the delivery of the developable sites, which are allocated for housing and mixed use from 1 April 2011 to 31 March 2032, to provide a total of 8,186 homes.</u></p>	New Policy	To be assessed.

<p><b>Policy H1: Density, Mix and Design of New Residential Development</b></p>	<p><b>Policy H2: Density and Mix of New Residential Development</b></p> <p><u>Density</u></p> <p>Densities of new residential development will <del>reflect the character of the surrounding</del> <u>be in keeping with the local</u> area and will not have a detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the surrounding area, consideration will also be given to making efficient use of land.</p> <p><u>Residential development within Fylde Borough will normally have a minimum density of 25 30</u> homes per hectare net, <u>within and adjoining Local Service Centres and Tier 1 Larger Rural Settlements and Tier 2 Smaller Rural Settlements</u>, subject to specific issues relating to the site. Densities of less than <del>25 30</del> homes per hectare (net) will only be permitted where special circumstances are demonstrated. Higher densities (40-60 homes per hectare net or more) will be expected on sites <u>within and adjoining Key Service Centres</u>, with good access to public transport facilities and services.</p> <p>The achievement of higher density should not be at the expense of good design or the amenity of the occupiers of the proposed or existing neighbouring properties <u>and is required to meet all aspects of design</u>.</p> <p><u>Densities within the Strategic Locations for Development will be considered on a site-by-site basis and informed by a comprehensive Masterplan for the individual sites.</u></p> <p>When considering a proposal for higher density development, the Council will seek to ensure that there is no unacceptable impact on local infrastructure or highway safety, and that <del>adequate</del> <u>appropriate</u> open space, <u>sport and recreation provision will be provided in accordance with the findings of any adopted needs assessment</u>; and <u>sufficient</u> car parking <del>can</del> <u>will be provided on-site</u>.</p> <p><del>Car Parking Standards are set out in Appendix 4.</del></p> <p><u>Mix</u></p> <p>A broad mix of house types, sizes and tenures, including <u>intermediate housing products</u>, private rented and buy-to-let will be required on all <del>large housing sites</del> <u>of over</u> to reflect the demographics of the Borough as set out in the Fylde Coast Strategic Housing Market Assessment (SHMA, 2014). Homes that are affordable to people working within the local community, and those with strong links to the local area, will be encouraged in order to promote the vitality of local businesses and community life.</p>	<p>Policy amended</p>	<p>Assessment to be reviewed.</p>
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	<p><del>To reflect the demographics of the Borough, specialist retirement accommodation will be permitted if a need is demonstrated within or adjacent to a town centre or strategic location for development, where a range of services is available. This should conform to other policies within the Local Plan.</del></p> <p>On smaller sites of under 100 homes the Council will require a mix that makes a positive contribution to the vitality of the local community. In Lytham and St Annes, Kirkham, Wesham, Freckleton and Warton <del>2-3</del> <u>one, two and three</u> bedroom homes with private amenity space should be included in the mix, as there is a lack of accommodation within the existing stock.</p> <p><del>Conversion of traditional homes to flats and apartments will be resisted in the Lytham and St Annes seafront area.</del></p> <p>In rural areas a mix of house sizes should be provided, in particular small family homes with <del>gardens</del> <u>private amenity space</u>, which will contribute to the vitality and meet the housing needs of the local community. <u>Live / work homes will be encouraged in rural areas.</u></p> <p><u>Design</u>  <del>Design of new residential development will be assessed against paragraphs 56-68 of the NPPF, Policy ENV 6: Good Design in New Development and Building for Life 12. As a minimum, all new housing developments should meet the Homes and Communities Agency 'Design and Quality Standards' which are currently in force.</del></p> <p><u>Provision for All Ages <b>Special Needs Housing and Specialist Retirement Accommodation</b></u></p> <p><u>In order to meet the needs of an ageing population in Fylde, at least 20% of homes within residential developments of 15 or more homes should be designed specifically to accommodate the elderly, unless it is demonstrated that this would render the development unviable.</u></p> <p><u>Special needs housing, including extra care accommodation for the elderly, will be required to be well located in communities in terms of reducing the need to travel to care and other service provision and a proportion of these properties will be sought to be affordable, subject to such site and development considerations as financial viability and contributions to community services.</u></p> <p><u>Development proposals for accommodation designed specifically for the elderly will be encouraged if a need is demonstrated within settlements, or within Strategic Locations for</u></p>		
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	<p><u>Development provided they are accessible by public transport or within a reasonable walking distance of community facilities such as shops, medical services and public open space.</u></p> <p><del>Within new developments of more than 15 homes, at least 25% of market homes should be built to Lifetime Homes Standards as set out in the Code for Sustainable Homes, unless it is demonstrated that this would render the development unviable.</del></p> <p><b><u>Development on Garden Land</u></b></p> <p>When considering proposals for residential development on garden land, stringent caveats will be applied relating to design, character, access, amenity and other issues deemed appropriate by the <del>Local Authority</del> <u>Council</u>. Development on garden land should not result in any of the homes relying on what was previously a front garden for all of their private amenity space.</p> <p><b><u>Community Self Build</u></b></p> <p>Community self-build schemes will be encouraged and the Council will reserve the right to refrain from requesting developer contributions for these developments, so as to promote the viability of the schemes.</p>		
<p><b>Policy H2: Conversions and Change of Use to Residential</b></p>	<p><b>Policy H3: Conversions and Change of Use to Residential</b></p> <p>Conversions and change of use of redundant buildings to residential use <u>that are not covered by Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 will be looked on favourably</u>, where the Council has identified a need for additional housing through the Fylde Coast Strategic Housing Market Assessment (SHMA) or other later evidence.</p> <p>When considering proposals for residential conversions, careful attention should be paid to the amenity of nearby residents, the character of the immediate area, access to the nearest services, parking provision and design. Residential conversions should protect existing amenity space and should not result in any of the homes relying on what was previously a front garden for all of their private amenity space.</p>	<p>Minor changes that will not have an effect on the SA.</p>	<p>Change to policy number required.</p>
<p><b>Policy H3: Affordable Housing</b></p>	<p><b>Policy H4: Affordable Housing</b></p> <p>All <del>urban</del> market housing schemes of <u>more than 15-10 homes or more</u> and rural market housing schemes of 4 or more will be required to provide a minimum of 30% affordable housing, subject to viability testing <u>demonstrating that its provision will not prevent the development from being delivered</u>. <del>Normally this housing should be provided on site.</del></p>	<p>Policy has largely been re-written.</p>	<p>Assessment to be reviewed and revised.</p>

	<p>i. For residential developments within or adjacent to <u>in close proximity to the urban areas of Lytham and St Annes, Blackpool, Kirkham, Wesham, Warton and Freckleton, Key Service Centres and Local Service Centres (i.e. the urban areas)</u>, the provision of affordable housing will be to meet <u>the borough wide requirements identified for borough wide needs.</u></p> <p>ii. For residential developments within or adjacent to the rural areas of Clifton, Elswick, Newton, Singleton, Staining, Weeton and Wrea Green, the provision of affordable housing will be primarily to meet the requirements identified for <del>that settlement</del> <u>the closest Tier 1 Larger Rural Settlements: i.e. Elswick, Newton, Staining and Wrea Green or Tier 2 Smaller Rural Settlements: i.e. Clifton, Singleton and Weeton. If, having regard to an agreed assessment, the level of identified local need is less than the equivalent of 30% of the homes proposed, the balance of the provision will be delivered for borough wide needs.</u></p> <p><del>For residential development within or adjacent to the rural areas of Clifton, Elswick, Newton, Singleton, Staining, Weeton and Wrea Green, the provision of affordable housing will be to meet the requirement identified for that settlement.</del></p> <p><u>The presumption is that affordable housing will be provided on the application site so that it contributes towards creating a mix of housing.</u></p> <p><b><u>Rural Exceptions sites</u></b></p> <p>Small scale 100% affordable housing schemes (up to 10 dwellings <u>homes</u>) will be permitted within or adjacent to the minor settlements of Little Eccleston, Treales and Wharles, as an exception to normal planning policies. If a need has been identified in that settlement, and 100% affordable housing has been demonstrated to not be viable, a proportion of market housing will be permitted in order to deliver affordable housing. <u>where a need has been proven, within or in close proximity to the Tier 1 Larger Rural Settlements and Tier 2 Smaller Rural Settlements, as an exception to normal planning policies.</u></p> <p><b><u>Off-site provision or financial contributions</u></b></p> <p><u>Where the applicant has submitted robust evidence to demonstrate that the application site or location is unsustainable for affordable or Special Needs Housing; OR there is no locally</u></p>		
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	<p><u>identified need, the affordable housing contribution, or the balance of that contribution, will be expected to be delivered elsewhere within the borough, i.e. off-site provision.</u></p> <p><u>In those exceptional circumstances where it is not possible to deliver on site affordable homes, financial contributions of a broadly equivalent value will be accepted, where it is robustly justified.</u></p> <p><b><u>Tenure</u></b></p> <p>The precise requirements for tenure, <del>size and type</del> of affordable homes will be negotiated on a case-by-case basis, having regard to the viability of individual sites and local need.</p> <p><u>At least 80% of the affordable housing units should be for housing association rented; the remainder would be at a tenure to be agreed with the Council.</u></p> <p><b><u>Size and Type</u></b></p> <p><u>The Council will usually expect the majority of affordable housing provided on a particular scheme to comprise 1, 2 and 3 bedroom homes.</u></p> <p><b><u>Design</u></b></p> <p><u>All new affordable homes should comply with all relevant design and quality codes and standards set out by the Homes and Communities Agency or other relevant body, as well as the National Technical Standards; and the requirements for design set out in policy GD7.</u></p> <p><b><u>Developer Contributions</u></b></p> <p><u>Contributions for other matters e.g. Education, Highways etc are also payable on an affordable housing scheme.</u></p> <p><b><u>Viability</u></b></p>		
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	<p><u>The Council will take account of viability when assessing individual schemes. If a level of affordable housing lower than that set out above is proposed for a specific scheme, the Council will expect robust information on viability to be provided by the applicant.</u></p> <p><u>The Council may seek to independently verify such information, with any costs associated with the verification met by the applicant, before approving a scheme with lower levels of affordable housing than that specified above.</u></p>		
<p><b>Policy H4: Gypsies, Travellers and Travelling Showpeople Sites</b></p>	<p><b>Policy H5: Gypsies, Travellers and Travelling Showpeople’s Sites</b></p> <p><u>The Local Plan will deliver a total of 26 extra pitches for Gypsies and Travellers in Fylde borough up to the year 2031:</u></p> <ul style="list-style-type: none"> <li>➤ <u>17 of which need to be delivered in the period 2014-2019,</u></li> <li>➤ <u>3 more in the period 2019-2024,</u></li> <li>➤ <u>4 more pitches in 2024-2029, and</u></li> <li>➤ <u>2 additional pitches in 2029-2031</u></li> </ul> <p><u>New Gypsy and Traveller pitches will be allocated at the following site(s):</u></p> <ul style="list-style-type: none"> <li>➤ <u>Thames Street, Newton (up to 4 pitches)</u></li> <li>➤ <u>The Stackyard, Bryning with Warton (2 pitches)</u></li> </ul> <p><u>The Council will continue to work with local communities including Gypsies and Travellers in order to identify sites to meet the identified need. However, in the absence of sufficient sites coming forward to meet the identified need, in addition to the sites identified above, planning permissions applications for new Gypsies, Travellers and Travelling Showpeople’s Sites will be granted where all of the following criteria can be met:</u></p> <ol style="list-style-type: none"> <li>a) There is evidence of need for a new Gypsy, Traveller or Travelling Showpeople’s site and the site would provide for the permanent and/or transit accommodation needs in that area or neighbouring area;</li> <li>b) The site is not in the Green Belt <u>or in an Area of Separation;</u></li> <li>c) The site is not in Flood Risk Zones 2 or 3;</li> </ol>	<p>Addition sites to the policy.</p>	<p>Policy to be updated.</p>

	<p>d) The location and design of the site would protect local amenity and the local environment;</p> <p>e) The site would be within or adjacent to a settlement which can provide education, health, welfare and employment infrastructure. Local environmental quality with respect to noise and air quality should not have a detrimental impact on the health and wellbeing of <u>Gypsies, Travellers and Travelling Showpeople</u>;</p> <p>f) The detailed design of the site <u>for Gypsies and Travellers</u> should be in accordance with The Designing Gypsy and Traveller Sites Good Practice Guide DCLG <u>2008 2005</u>. <u>Smaller sites of 3-4 pitches are successful, making good use of small plots of land, particularly where designed for one extended family. (Criterion f does not apply to Travelling Showpeople Sites)</u>;</p> <p>g) There should be safe vehicular and pedestrian access to the site and adequate parking for vehicles and other equipment;</p> <p>h) The number of pitches and / or plots should be related to the specific size and location of the site and the size and density of the surrounding population. In a rural or semi-rural location the scale of the site should not dominate the settled community;</p> <p>i) The site should have the potential to allow mixed-use <u>development</u>, such that traditional lifestyles can be accommodated by living and working on the same site. However, the uses proposed should be compatible with adjacent land uses;</p> <p>j) The site should not place unacceptable pressure on existing infrastructure, such as services, schools, transport infrastructure and waste and wastewater capacity.</p> <p><del>Applications to extend existing gypsy, traveller and travelling showpeople's sites will be assessed against the above criteria.</del></p>		
<p><b>Policy H5: Isolated New Homes in the Countryside</b></p>	<p><b>Policy H6: Isolated New Homes in the Countryside</b></p> <p>Isolated new homes in the countryside will only be permitted where:</p> <p>1. The <del>dwelling</del> home is required to meet the essential needs of a rural worker. It should only be permitted where all of the following criteria can be met:</p>	<p>Policy removes consideration of heritage assets specifically.</p>	<p>Assessment to be reviewed and updated as necessary.</p>

	<p>a) <u>there is an essential need for the business requires the permanent attendance of a worker on site;</u></p> <p>b) the need cannot be met by any existing <u>dwelling home</u> or other accommodation at the business or in the general locality;</p> <p>c) the business is <u>financially sound capable of supporting a full time worker</u> and has a clear prospect of remaining so;</p> <p>d) the size of the <u>dwelling home is appropriate to the rural worker's family size / economic need</u> and it is located adjacent to any existing buildings <u>and uses the existing access.</u></p> <p>If accommodation is needed in relation to a new enterprise, <u>then any accommodation should be of a temporary nature</u>, such as a caravan or other temporary accommodation, it will only be approved for a maximum of three years.</p> <p><del>It represents the optimal viable use of a heritage asset. The conversion of a heritage asset to residential use will be permitted where:</del></p> <p><del>a) it represents the optimal viable use of the heritage asset or the dwelling(s) would be appropriate enabling development to secure the future of the heritage asset;</del></p> <p><del>or</del></p> <p><del>b) the development would re-use redundant or disused buildings and lead to enhancement of the immediate setting.</del></p> <p>2. The exceptional quality of design of the building helps to raise standards of design in the countryside. The exceptional quality or innovative nature of the design of the <u>dwelling home would:</u></p> <p>a) be truly outstanding or innovative, helping to raise standards of design more generally in the countryside;</p> <p>b) reflect the highest standards in architecture;</p> <p>c) significantly enhance its setting; and</p> <p>d) be sensitive to the defining characteristics of the local area.</p>		
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<p><b>Policy H6: Replacement of, and Extensions to, Existing Dwellings in the Countryside</b></p>	<p><b>Policy H7: Replacements of, and Extensions to, Existing Homes in the Countryside</b></p> <p>Proposals to replace and / or to extend an existing home in the countryside will be permitted where the following criteria are met:</p> <ul style="list-style-type: none"> <li>a) The replacement or extended <u>dwelling home</u> is increased in size by a maximum of <del>25%</del> <b>33%</b> calculated in relation to the ground floor area of the original <u>dwelling home</u>. (This calculation will exclude any outbuildings and integral garages / workshops); and</li> <li>b) The appearance of the replacement or extended home respects the character of the original building and surrounding rural area with regard to scale, design and use of materials.</li> </ul>	<p>Policy modified.</p>	<p>Changes to be reviewed and changes made to the assessment as necessary.</p>
<p><b>Health and Wellbeing</b></p>			
<p><b>Policy HW1: Health and Wellbeing</b></p>	<p><b>Policy HW1: Health and Wellbeing</b></p> <p>The Council will integrate public health principles and planning and help to reduce health inequalities by:</p> <ul style="list-style-type: none"> <li>a) Working with health care commissioners to support healthcare facilities and particularly to improve primary care and mental health care access and facilities;</li> <li>b) <u>Working with the Lancashire Public Health Service and the Health and Wellbeing Board on planning and health issues, to take account of the three goals in the Lancashire Health and Wellbeing Strategy, that the Board will deliver by 2020:</u> <ul style="list-style-type: none"> <li>1. <u>Better health – improve healthy life expectancy, and narrow the health gap.</u></li> <li>2. <u>Better care – deliver measureable improvements in people’s experience of health and social care services.</u></li> <li>3. <u>Better value – reduce the cost of health and social care.</u></li> </ul> </li> <li>c) Where required by the priorities of Lancashire County Council and health care commissioners, identifying sites for new healthcare facilities reflecting the spatial distribution of need and the importance of accessibility and public transport provision;</li> <li>d) Seeking <u>land or financial</u> contributions, where appropriate and viable, towards new or enhanced healthcare facilities from developers where new housing results in a shortfall or worsening of provision;</li> </ul>	<p>Policy modified.</p>	<p>Changes to be reviewed and changes made to the assessment as necessary.</p>

	<p>e) Safeguarding and encouraging the provision of allotments, <del>and</del> garden plots within developments and small scale agriculture and farmers markets to provide access to healthy, affordable locally produced food options;</p> <p>f) <u>Promoting improvements to healthy lifestyles and developing a network of cycling and pedestrian routes within the Borough.</u></p> <p>In order to help reduce health inequalities, the Council will require health impact screening to be undertaken for all major development proposals on strategic sites <u>through the submission of a masterplan</u>. A full independent Health Impact Assessment will be required if the screening demonstrates a need. <u>The Health Impact Assessments will be assessed by Lancashire County Council, as the public health authority.</u></p>		
	<p><b><u>Policy HW2: Community Facilities</u></b></p> <p><u>Development proposals for new community facilities, which provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community, should be co-located where possible, providing mixed uses and a range of services in one sustainable and accessible location.</u></p> <p><u>Where new facilities are required independent of new development, co-location should be considered in the most accessible community buildings available, i.e. using a village hall or a public house as a venue for a post office, or a healthcare facility several days a week.</u></p> <p><u>The loss of any community facilities will be resisted unless it can be demonstrated that the facility is no longer needed, or can be relocated elsewhere in a location that is equally accessible by the community.</u></p>	New Policy	To be added to the assessment.
	<p><b><u>Policy HW3: Provision of Indoor and Outdoor Sports Facilities</u></b></p> <p><u>In order to provide appropriate indoor and outdoor sports facilities for the communities of Fylde, the Council will:</u></p> <p>1. <u>Protect existing indoor and outdoor sports facilities, unless:</u>  <u>Either:</u></p> <p>a) <u>They are proven to be surplus to need, as identified in an adopted and up to date Needs Assessment; or</u></p>	New Policy	To be added to the assessment.

	<p>b) <u>Improved alternative provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users; And in all cases:</u></p> <p>c) <u>The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general; and</u></p> <p>2. <u>Support new indoor and outdoor sports facilities where:</u></p> <p>a) <u>They are readily accessible by public transport, walking and cycling; and</u></p> <p>b) <u>The proposed facilities are of a type and scale appropriate to the size of the settlement; and</u></p> <p>c) <u>Where they are listed in an action plan in any emerging or subsequently adopted Playing Pitch Strategy or Built Facilities Review, subject to the criteria in the policy.</u></p> <p>3. <u>Make sure that major residential developments contribute, through land assembly and commuted sums, to new or improved sports facilities where development will increase demand and / or there is already a recognised shortage. Commuted sums should be obtained in accordance with the adopted Playing Pitch Strategy action plan.</u></p>		
	<p><b><u>Policy HW4: Contaminated Land</u></b></p> <p><u>There will be a presumption in favour of the re-development of previously developed land. Previously developed land can be subject to contamination. However, development will be encouraged on contaminated previously developed land subject to all of the following criteria being met:</u></p> <p>a) <u>Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards, including the risk to human health and controlled waters from land contamination;</u></p> <p>b) <u>Development should not have an adverse impact on the stability of surrounding areas; and</u></p>	New Policy	To be added to the assessment.

	<p><u>c) Applicants should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on (amongst other things) local amenities and conservation interests of the development and any remedial measures.</u></p>		
<b>Infrastructure, Service Provision and Transport</b>			
<p><b>Policy INF1: Service Accessibility and infrastructure</b></p>	<p><b>Policy INF 1: Service Accessibility and Infrastructure</b></p> <p>Development will be required to provide essential site service and communications infrastructure and demonstrate that it will support infrastructure requirements as set out in the Infrastructure Delivery Plan.</p> <p>In order for Fylde to protect and create sustainable communities, proposals for development should:</p> <p>a) Make the most of existing infrastructure by focusing on sustainable locations with the best infrastructure capacity;</p> <p>b) Mitigate any negative impacts on the quality of the existing infrastructure as a result of new development;</p> <p>c) Where appropriate, contribute towards improvements to existing infrastructure and provision of new infrastructure, as required to meet the needs of the development;</p> <p>d) Where appropriate, demonstrate how access to services will be achieved by means other than the car, and where appropriate, demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended occupiers or user(s) of the development; and</p> <p><u>e) In considering development proposals, it may be necessary to co-ordinate the timescales for delivery of development with the timescales for the delivery of infrastructure. For large development sites, which may be constructed over a number of years and by various developers, it will be necessary to ensure a co-ordinated and holistic approach to the delivery of infrastructure, especially drainage infrastructure through the requirement for site wide strategies through masterplanning which establish principles to be adhered to during the construction process.</u></p> <p><del>Where new development is proposed in the area of the Blackpool Periphery; Kirkham and Wesham; Lytham and St Annes; and Waron that are affected by limitation on waste water treatment, the should be phased to ensure delivery of the development coincides with the</del></p>	<p>Policy modified.</p>	<p>Changes to be reviewed and changes made to the assessment as necessary.</p>

	<p><del>delivery of an appropriate solution which meets the standards of the Council, the Statutory Undertaker and the Regulators.</del></p> <p>The Council will work with Lancashire County Council to ensure the delivery of a new secondary school <u>in Fylde during the lifetime of the Local Plan</u> <del>within the Warton Strategic Location for Development.</del></p> <p>The Council will support the delivery of broadband in line with the Lancashire Broadband Plan and communications technology to all parts of the Borough and will encourage and facilitate its use in line with national policy.</p> <p><u>Community Facilities</u>  <del>Development proposals for new community facilities should be co-located where possible, providing mixed uses and a range of services in one sustainable and accessible location.</del></p> <p><del>Where new facilities are required independent of new development, they should be located in the most accessible location available.</del></p> <p><del>The loss of any community facilities will be resisted unless it can be demonstrated that the facility is no longer needed, or can be relocated elsewhere that is equally accessible by the community.</del></p>		
<p><b>Policy INF2: Developer Contributions</b></p>	<p><b>Policy INF 2: Developer Contributions</b></p> <p><u>Subject to viability</u>, <del>new</del> development will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions may be secured through a planning obligation through a Section 106 agreement <del>where the development would otherwise be unacceptable, or</del> <u>and</u> through the Community Infrastructure Levy (CIL), at such time as the Council has prepared a Standard Charging Schedule.</p> <p>The types of infrastructure that developments may be required to provide contributions towards include, but are not limited to:</p> <ul style="list-style-type: none"> <li>a) Affordable housing;</li> <li>b) Utilities and Waste (where the provision does not fall within the utility providers legislative obligations);</li> </ul>	<p>Policy substantially modified.</p>	<p>Assessment to be reviewed and updated.</p>

	<p>c) <del>Flood prevention</del> <u>risk management and coastal defences (including strategic flood defence measures and local flood risk management measures) and sustainable drainage measures (both on site and borough wide, including the retrofitting of sustainable drainage systems – SuDS;</u></p> <p>d) Transport (highway, rail and tram infrastructure, bus, and cycle / footpath / bridleway network and any associated facilities);</p> <p>e) <del>Community Infrastructure including</del> <u>facilities providing for the health (i.e. new or enhanced healthcare facilities) and wellbeing, social, educational (i.e. schools), libraries, public realm and communities facilities, spiritual, recreational, leisure and cultural needs of the community;</u></p> <p>f) <u>The provision of a new Local Service Centre at Whitehills and at Warton, including land and buildings to accommodate new local retail centres in both settlements to provide services and meet the daily needs of the local residents;</u></p> <p>g) <u>Enhancing the functionality, quality, connectivity and accessibility of the Green Infrastructure network – the network of natural environmental components and green and blue spaces (such as outdoor sports facilities, open space, including the Ribble Coast and Wetlands, Fylde’s Coastal Change Management Areas stretching from Starr Hills to Savick Brook in the south and along the River Wyre in the north, Lancaster Canal, parks, allotments, play areas, enhancing and conserving biodiversity and management of environmentally sensitive areas);</u></p> <p>h) Climate change and energy initiatives <del>through allowable solutions;</del></p> <p>i) <u>Public realm – the public realm needs to be designed appropriately, to reflect the character and appearance of an area, including landscaping, street furniture and materials and to ensure that it is appropriately managed and maintained so as to add to the quality and distinctiveness of the particular area.</u></p> <p>Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.</p>		
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	<p><u>Where a development is made unviable by the requirements of a planning obligation, the Council will have regard to appropriate evidence submitted by an applicant and consider whether any flexibility in the planning obligation is justified.</u></p>		
<p><b>Policy T1: Strategic Highway Improvements</b></p>	<p><b>Policy T1: Strategic Highway Improvements</b>  <del>A corridor of Land within Fylde Borough, including the option south of Mains Line, is proposed for the route of the M55 – Norcross Link Road (the Blue Route), as shown on the Policies Maps. Development which would prejudice the future implementation of the road scheme will not be permitted.</del> <u>is proposed for part of the route of the Preston Western Distributor Road which will link up to a new junction 2 on the M55, and the Cottam Link Road. Planning permission will not be granted for any development in Fylde that would prejudice the construction of these roads, which will be shown on the Policies Map in the Publication version of the Local Plan.</u></p> <p><u>The delivery of the following strategic highway improvements within Fylde will be supported:</u></p> <ul style="list-style-type: none"> <li>a) The M55 to Heyhouses (<u>St Annes</u>) Link Road;</li> <li>b) The M55 to Norcross Link Road (<u>i.e. the Blue Route</u>); and</li> <li>c) <u>The A585 Skippool – Windy Harbour Improvements.</u></li> </ul> <p><del>The M55 junction 2 and Preston Western Distributor.</del></p> <p><del>The A585(T) Corridor Study will also be supported.</del></p>	<p>Policy re-written with a site modification.</p>	<p>Assessment to be reviewed and updated.</p>
<p><b>Policy T2: Blackpool International Airport</b></p>	<p><b>Policy T2: Blackpool Airport</b></p> <p>The open lands of the airport, <u>which will be</u> identified on the Policies Map will be safeguarded from non-airport related development and the continuing operation and viability of the airport as a sub-regional facility will be supported.</p> <p>Further development required in relation to the operation of <del>the</del> <u>Blackpool</u> Airport <u>including Centrica’s heliport</u>, or development of ancillary leisure uses, will be located in the areas outside the Green Belt, <u>which will</u> identified on the Policies Map, unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt.</p> <p><u>The Council will support improvements to surface access (public transport) to Blackpool Airport from surrounding areas and other transport nodes.</u></p>	<p>Policy modified.</p>	<p>Assessment to be reviewed and updated.</p>

	<u>Blackpool Airport, including Centrica's heliport will be consulted on all developments within the Airport Safeguarding Zone which will be shown on the Policies Map.</u>		
<b>Policy T3: Enhancing Sustainable Transport Choice</b>	<p><b>Policy T3: Enhancing Sustainable Transport Choice</b></p> <p>In order to secure the long term viability of the Borough and to allow for the increased movement of people and goods <u>expected</u>, the Council will work with neighbouring authorities and transport providers to improve accessibility <u>across the borough, improve</u> safety and quality of life for residents and reduce the Borough's carbon footprint. Over the Local Plan period the Council <del>will seek to</del> <u>will work with the Highway Authority, Highways England, Network Rail and transport providers to:</u></p> <ul style="list-style-type: none"> <li>a) Improve community health and wellbeing by providing alternative means of transport such as walking and cycling. This will be achieved through <u>protecting and enhancing the existing public rights of way network;</u> the provision of additional footpaths, cycleways and bridleways, where appropriate; <del>and locating new development where they are currently available</del> <u>and safeguarding land for the provision of a continuous footpath, cycleway and bridleway network along Fylde's coastline;</u></li> <li>b) Reduce the environmental impact of transport through suitable mitigation and design;</li> <li>c) Reduce transport emissions, such as carbon dioxide and other greenhouse gases, by encouraging greater usage of public transport facilities;</li> <li>d) Reduce congestion in the <del>Borough's</del> <u>Key Service Centres of Lytham, St Annes and Kirkham</u> to promote competitiveness and enhance the tourism economy;</li> <li>e) <u>Prepare and</u> actively promote travel plans for all new developments <del>in accordance with the Department for Transport guidance on transport assessments</del> <u>which generate significant amounts of movement, including both employment and residential;</u></li> <li>f) <u>All planning applications for developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, prepared in accordance with the Planning Practice Guidance;</u></li> <li>g) Improve public transport <del>to rural part of the Borough and, where appropriate,</del> <u>between the Strategic Locations for Development and nearby town centres and employment areas and to the rural parts of the Borough. Implement measures to deliver a shift to</u></li> </ul>	Policy modified.	Assessment to be reviewed and updated.

	<p><u>public transport, away from car use over the plan period, and where appropriate, support and implement innovative rural-public transport initiatives;</u></p> <p>h) <u>Provide a rail / bus / tram interchange;</u></p> <p>i) <u>Support the shift towards new technologies and fuels by promoting low carbon travel choices and encouraging the development of ultra-low carbon / electric vehicles and associated infrastructure;</u></p> <p>j) <del>Provide a park and ride at Kirkham and Wesham Railway Station, along with improved access to station platforms;</del></p> <p>k) <u>Provide improved pedestrian, disabled, cycling and public transport access to and from Kirkham and Wesham Railway Station;</u></p> <p>l) Improve and upgrade the <u>North Fylde Railway Line and the South Fylde Railway Line; and</u></p> <p><u>Integrate different modes of transport, to ensure a comprehensive and coherent sustainable transport network.</u></p>		
<b>Policy T4: Parking Standards</b>	<p><b>Policy T4: Parking Standards</b></p> <p><u>Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.</u></p> <p><del>The Council will apply the parking standards included in the Regional Spatial Strategy for the North West Partial Review, until such time as they are reviewed locally.</del></p> <p>A flexible approach <u>to the level of car parking provision</u> will be applied, dependent on the location of the development concerned.</p>	Policy modified	Assessment to be reviewed and updated as necessary.
<b>Sustaining the Environment and Addressing Climate Change Water Resource Management, Flood Risk and Addressing Climate Change</b>			
<b>Policy CL1: Flood Alleviation and Water Efficiency</b>	<p><b>Policy CL1: Flood Alleviation, Water Quality and Water Efficiency</b></p> <p>Planning decisions should follow the sequential, risk-based approach to the location of development, as required under paragraph 100 of the <del>NPPF</del> Framework.</p>	Policy modified.	Assessment to be reviewed and updated.

	<p>All new development is required to minimise flood risk impacts on the environment and mitigate against the likely effects of Climate Change on present and future generations.</p> <p>This will be achieved by:</p> <ul style="list-style-type: none"> <li>a) Ensuring that <del>new</del> development incorporates <del>Sustainable Drainage Systems (SuDS), where such development will generate surface water runoff</del> <u>the most sustainable form of managing surface water, subject to the requirement for approval from the drainage authority. This will be expected to be investigated and confirmed as part of any planning application submission. It will be necessary to attenuate any discharge of surface water through the incorporation of sustainable drainage systems (SuDS). This would be greenfield run-off rate on greenfield sites. On previously developed land, surface water betterment will be expected. The preference will be for no surface water to discharge to the public sewer, directly or indirectly, if more sustainable alternatives are available. The priority options for the management of surface water are set out in detail in the Infrastructure Delivery Plan.</u></li> <li>b) Supporting the retrofitting of SuDS in locations that generate surface water run-off.</li> <li>c) Improving water efficiency standards by minimising the use of potable mains water in new development and incorporating measures to recycle and conserve water resources.</li> <li>d) Ensuring that new development is directed away from areas at high risk of flooding and incorporating appropriate mitigation against flooding in areas of lower risk.</li> <li>e) Ensuring that watercourses, <u>which require watercourse consent,</u> <del>which</del> that are important habitats for water voles and other species, are protected from encroachment and adverse impacts and that water quality is maintained and improved.</li> <li>f) Seeking to maximise the potential of <u>the Green Infrastructure network</u> within developments <u>to reduce the risk of flooding</u> <del>to contribute to flood relief.</del></li> <li>g) Ensuring that new development does not adversely affect the quality of <u>surface and groundwater and where possible contributes towards improving it.</u></li> <li>h) <u>Ensuring there is no risk of pollution to controlled waters from land contamination on previously developed sites.</u></li> </ul>		
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	<p>i) <u>Ensuring that the layout of new sea defences and coastal protection measures are of an appropriately robust design and are fit for purpose.</u></p> <p>Developer contributions will be required for the provision and maintenance of SuDS, where this is not provided as part of the development. Contributions will be made through Section 106 agreements or the Community Infrastructure Levy (CIL), as set out in policy INF2.</p> <p>Developer contributions will be required for the repair or replacement of the sea defences and coastal protection measures and the maintenance of the <u>sand</u> dunes system. <u>Developer contributions will be made through the CIL. Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.</u></p>		
	<p><b><u>Policy CL2: Surface Water Run-Off and Sustainable Drainage</u></b></p> <p><u>New development must incorporate the following sequential attenuation measures:</u></p> <ul style="list-style-type: none"> <li>a) <u>Store rainwater for later use; or</u></li> <li>b) <u>The first 5mm of rainfall should infiltrate. In areas where infiltration rates are slow, e.g. soils with a high proportion of clay, then permeable surfaces may be under-drained. This will have the effect of slowed surface water run-off rates; or</u></li> <li>c) <u>Attenuate rainwater in ponds or open features for gradual release into the watercourse; or</u></li> <li>d) <u>Attenuate rainwater by storing in tanks or sealed water features for gradual release into a watercourse.</u></li> </ul> <p><u>Where compelling and detailed evidence demonstrates that the above measures are not feasible or would adversely affect viability, then the following discharge hierarchy will be considered in priority order:</u></p> <ul style="list-style-type: none"> <li>(1) <u>Discharge of rainwater direct to a watercourse;</u></li> <li>(2) <u>Discharge of rainwater to a surface water drain;</u></li> <li>(3) <u>Discharge of rainwater to the combined sewer.</u></li> </ul>	New Policy	To be added to assessment.

	<p><u>Development must utilise Sustainable Drainage Systems (SuDs) whenever practical; and reduce discharge to greenfield run-off rates wherever feasible.</u></p> <p><u>Proposals for development that will discharge surface water to a public sewer must provide compelling evidence that capacity exists in the public sewer including relevant authorisation from the appropriate infrastructure provider. Where there is no public sewer capacity the applicant must provide a detailed technical assessment of how surface drainage will be dealt with. Proposals may also need to include an independent assessment of potential solutions, the cost of which must be met by the applicant.</u></p> <p><u>Proposals may also be required to provide a feasibility assessment for the use of SuDs including consideration of the potential design of any scheme and ongoing maintenance arrangements. The applicant and the Council will then agree on who should adopt the scheme and be responsible for ongoing maintenance. In the majority of cases the latter will rest with the applicant.</u></p> <p><u>New development will be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.</u></p>		
<p><b>Policy CL2: Renewable and Low Carbon Energy Generation</b></p>	<p><b>Policy CL3: Renewable and Low Carbon Energy Generation</b></p> <p>Renewable and low carbon energy development potential is significant within Fylde. Developers of commercial, small and medium sized renewable and low carbon energy developments will be required to provide evidence, to the satisfaction of the Council, in support of their proposals by <u>taking into account all of <del>considering</del> the following:</u></p> <ul style="list-style-type: none"> <li>a) <u>The cumulative impact of the renewable and / or low carbon development within Fylde and across the boundary in Blackpool, Wyre and Preston.</u></li> <li>b) Singular or cumulative impacts on landscape and townscape character and value;</li> <li>c) Impact on local residents (including noise, odour and visual amenity, such as flicker noise and shadow flicker);</li> <li>d) <u>Ecological impact <del>including migration routes of protected bird species</del> on mammals and birds on protected sites and on the migratory routes and functionally linked sites;</u></li> </ul>	<p>Policy modified.</p>	<p>Assessment to be reviewed and updated.</p>

	<p>e) Impacts on land resources, including agricultural land and areas of deep peat <u>which are now seen as a carbon store</u>;</p> <p>f) <u>That the proposal for renewable and low carbon energy would not harm the significance of heritage assets and their settings</u>;</p> <p>g) <u>Community, economic and environmental benefits of the proposal</u>;</p> <p>h) Impacts on aviation and defence navigation systems and communications, particularly Blackpool International Airport, Warton Aerodrome and Ministry of Defence Radio Inskip;</p> <p>i) Impacts on highway safety and capacity from movements associated with the development.</p> <p>The evidence will be required to demonstrate that any impacts can be satisfactorily mitigated but need only be proportional to the scale and type of development.</p> <p>Renewable and low carbon energy proposals within the Green Belt and Areas of Separation will need to demonstrate that any adverse impacts of granting permission will not significantly and demonstrably outweigh the benefits, when assessed against the policies in the <u>NPPF Framework</u> as a whole, specific policies in that Framework, or other policies in the Local Plan.</p> <p>Applicants will not be required to justify the overall need for renewable and low carbon energy development, either in a national, regional or local context.</p>		
<p><b>Policy CL3: Decentralised Energy Networks and District Heating Systems</b></p>	<p><b>Policy CL4: Decentralised Energy Networks and District Heating Systems</b></p> <p>Small scale decentralised energy schemes will be encouraged within new developments and as part of community-led initiatives.</p> <p>All major developments, <u>as defined by the Town and Country Planning (Development Procedure) (England) Order 2010</u>, will be required to explore the potential for decentralised energy supply and district heating / cooling systems. Major developments located where a decentralised energy supply or district heating / cooling system is <del>planned</del> <u>proposed</u> will be required to allow for future connectivity at a later date or phase <u>unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that it is not feasible or viable</u>.</p>	<p>Minor changes made.</p>	<p>Assessment to be reviewed and updated as necessary.</p>

<p><b>Policy CL4: Sustainability Statements</b></p>	<p>Deleted policy:</p> <div style="border: 1px solid black; padding: 10px;"> <p><b>Policy CL4</b></p> <p><b>Sustainability Statements</b></p> <p>Measures to improve the energy performance of buildings will be encouraged in accordance with the following hierarchy:</p> <ul style="list-style-type: none"> <li>a) Reduce energy consumption through energy efficiency measures.</li> <li>b) Install renewable and low-carbon energy generation technology.</li> </ul> <p>A Sustainability Statement will be required as part of a design and access statement accompanying applications for major development for new build and conversions to set out how the proposed development will contribute to key planning objectives set out in the NPPF (or subsequent document) and the Local Plan. It will set out how the development will:</p> <ul style="list-style-type: none"> <li>a) Reduce energy consumption through energy efficiency measures</li> <li>b) Reduce water consumption through water efficiency measures and installation of 'grey' water and rainwater harvesting</li> <li>c) Adapt the design and orientation of buildings in order to maximise solar gain and/or provide shelter from the elements and take advantage of natural light and ventilation</li> <li>d) Provide adequate provision for separation and storage of waste for recycling</li> <li>e) Provide bicycle storage</li> <li>f) Use materials from a sustainable local source</li> <li>g) Be monitored to ensure the objectives set out in the Sustainability Statement are implemented</li> </ul> </div>	<p>Policy removed.</p>	<p>Assessment to be removed from the SA.</p>
<p><b>Preserving and Enhancing the Natural and Built Environment</b> <u>Conserving and Enhancing the Natural, Historic and Built Environment</u></p>			
<p><b>Policy ENV1: Landscape and Biodiversity</b></p>	<p><b>Policy ENV1: Landscape</b></p> <p><u>Landscape</u></p>	<p>Policy separated into two policies.</p>	<p>Assessment to be reviewed.</p>

	<p>Development will have regard to its <u>visual impact within its</u> landscape context and the landscape type in which it is situated. <u>Development will be assessed to consider whether</u> it is appropriate to the landscape character type within which it is situated, as identified in the Lancashire Landscape Character Assessment, December 2000. <u>In addition:</u></p> <ul style="list-style-type: none"> <li>a) <u>A an appropriate landscaped buffer of appropriate depth and species</u> will be provided for development that impacts upon land outside settlement boundaries, <u>and wherever necessary includes advanced planting,</u> in order to limit the <u>visual</u> impact of development;</li> <li>b) <u>Development proposals will ensure that existing landscape features will be conserved, maintained, protected and wherever possible enhanced through increased tree cover including soft edge / transitional areas of planting;</u></li> <li>c) <u>In the event of the loss of landscape features,</u> the impact will be minimised or, where loss is unavoidable, their like-for-like replacements will be provided. <u>Where such features, including trees, woodlands, hedgerows and field ponds, are lost and replaced, measures will be put in place to manage these new features;</u></li> <li>d) Suitable landscape planting <u>of native species, appropriate to its context</u> should be incorporated within or, where appropriate, close to new development. Measures should be put in place for the management of such landscaping. <u>Specific consideration should be given to how landscaping schemes will minimise the rate of surface water run-off;</u></li> <li>e) <u>Details of the ongoing maintenance of all landscaping areas will be presented for approval by the Council.</u></li> </ul> <p><b><u>Coastal Change Management Areas</u> <del>Areas of Open Coastline</del></b></p> <p>The open and coastal character of the <del>Areas of Open Coastline</del> Coastal Change Management Areas, <u>as which will be</u> identified on the Policies Map, will be protected. Development in the <del>Areas of Open Coastline and the Coastal Parkway, as defined in the Coastal Parkway Masterplan</del> <u>Coastal Change Management Areas</u> will only be permitted where the development <u>meets all of the following criteria:</u></p> <ul style="list-style-type: none"> <li>i. <del>Specifically</del> <u>Exceptionally</u> requires a coastal location;</li> <li>ii. Is appropriate and in keeping with the open character of the coastline;</li> </ul>	<p>Therefore, some deletions are not shown, as the text has been moved to the other policy.</p>	
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	<ul style="list-style-type: none"> <li>iii. Does not adversely affect the nature conservation assets of the coastline;</li> <li>iv. Does not detract from the tourism value or facilities <u>along the coastline</u> ;</li> <li>v. Does not interfere with natural coastal processes;</li> <li>vi. Does not impede the function of any existing <del>coastal</del> <u>sea</u> defence structures <u>and wherever possible enhances the coastal protection measures; and</u></li> <li>vii. Accords with the Development <u>Principles-Strategy of this Local Plan.</u></li> </ul> <p>Where development does occur in these areas, developer contributions will be sought for the conservation, management and enhancement of important wildlife habitats and the creation of new habitats. This will include the improvement and management of Starr Hills Local Nature Reserve and the creation of new Local Nature Reserves. Contributions will be made through <u>S106 Agreements and / or</u> the Community Infrastructure Levy.</p>		
	<p><b><u>Policy ENV2: Biodiversity</u></b></p> <p><del>International, national and local sites of biological and geological conservation importance will be preserved and protected from any adverse effects of development, having regard to the hierarchy of designated sites and the potential for appropriate mitigation. Opportunities to create features of biodiversity value within and around new developments will be promoted where practicable. Measures should be put in place for the management of such features.</del></p> <p><b><u>Section 1. Nature Conservation Sites and Ecological Networks</u></b></p> <p><b><u>a) The hierarchy of nature conservation sites</u></b></p> <p><u>The Council is committed to ensuring the protection and enhancement of Fylde’s biodiversity and geological assets and interests. In order to do this, the Council will have regard to the following hierarchy of nature conservation sites when making planning decisions, according to their designation:</u></p> <ul style="list-style-type: none"> <li><u>i) International Ramsar Sites</u></li> <li><u>Special Areas of Conservation (SAC)</u></li> <li><u>Special Protection Areas (SPA)</u></li> </ul>		

	<p><u>Candidate SACs or SPAs</u></p> <p><u>The strongest possible protection will be given to sites of international importance. The Council will also support the development of the Ribble Coast and Wetlands Regional Park, which will encompass part of the Ribble and Alt Estuaries SPA / Ramsar site.</u></p> <p><u>ii) National Nature Reserves (NNR)</u>  <u>Sites of Special Scientific Interest (SSSI)</u>  <u>Marine Conservation Zones (MCZ)</u></p> <p><u>iii) Local Geodiversity Sites</u>  <u>County Biological Heritage Sites</u>  <u>Local Nature Conservation Sites</u>  <u>Local Nature Reserves</u></p> <p><u>Development that would directly or indirectly affect any sites of local importance will be permitted only where it is necessary to meet an overriding local public need or where it is in relation to the purposes of the nature conservation site.</u></p> <p><b><u>b) Development within or affecting nature conservation sites and ecological networks</u></b>  <u>In addition to the provisions of National and European law, and in accordance with national planning policy, proposals for development within or affecting the above nature conservation sites must adhere to all of the following principles:</u></p> <p><u>i) Development that would directly or indirectly affect any sites of local importance will be permitted only where it is necessary to meet an overriding local public need or where it is in relation to the purposes of the nature conservation, or mitigation can avoid affecting site integrity.</u></p> <p><u>ii) Proposals which primarily seek to enhance or conserve biodiversity will be supported in principle, subject to the consideration of other Local Plan policies;</u></p> <p><u>iii) Consideration should be given to the impact of development proposals on the County-wide Lancashire Ecological Network and, where possible, opportunities to support the network by incorporating biodiversity in and around the development should be encouraged;</u></p> <p><u>iv) Where development is considered necessary, adequate mitigation measures and compensatory habitat creation will be required through planning conditions and / or obligations, with the aim of providing an overall improvement in the site's biodiversity value. Where compensatory habitat is provided it should be of at least equal area and diversity, if not larger</u></p>		
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	<p><u>and more diverse, than that which is being replaced. Measures should be put in place for the ongoing management of such features.</u></p> <p><u>Where it has been demonstrated that significant harm cannot be avoided appropriate mitigation or, as a last resort, replacement or other compensation will be required. The location of appropriate mitigation, replacement or other compensation will be targeted, using a sequential approach, as follows:</u></p> <ul style="list-style-type: none"> <li>➤ <u>Within the development site;</u></li> <li>➤ <u>In the immediate locality;</u></li> <li>➤ <u>Within a Nature Improvement Area within the Borough, which will be identified on the Policies Map accompanying the Publication Version;</u></li> <li>➤ <u>Within a Nature Improvement Area elsewhere in the Fylde Coast; and lastly,</u></li> <li>➤ <u>Elsewhere.</u></li> </ul> <p><u>Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, replaced or compensated, then planning permission will be refused.</u></p> <p><u>v) the development of recreation will be in areas which are not sensitive to visitor pressures - the protection of biodiversity will be given higher priority than the development of recreation in sensitive areas of internationally important nature conservation sites (as identified in paragraph (1)(a)(i) above), and on all nature conservation sites and ecological networks in situations where there is conflict between the two objectives.</u></p> <p><b><u>c) Damage to nature conservation sites and ecological networks</u></b>  <u>The following definition of what constitutes damage to nature conservation sites and other ecological assets will be used in assessing developments likely to impact upon them:</u></p> <p><u>i) loss of the undeveloped open character of a part, parts or the entire nature conservation site or ecological network;</u></p> <p><u>ii) reducing the width of part of an ecological network or causing direct or indirect severance of any part of the ecological network or of any part of a nature conservation site including the flight path of birds;</u></p> <p><u>iii) restricting the potential for movement of wildlife within or through an ecological network or nature conservation site;</u></p> <p><u>iv) causing the degradation of the ecological functions of any part of the ecological network or nature conservation site;</u></p>		
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	<p><u>v). directly or indirectly damaging or severing links between nature conservation sites, green spaces, wildlife corridors and the countryside; and</u></p> <p><u>vi) impeding links to the wider ecological network and nature conservation sites that are recognised by neighbouring planning authorities.</u></p> <p><b><u>Section 1 (Nature Conservation Sites and Ecological Networks)</u></b> of this policy applies to all presently designated nature conservation sites, which will be identified on the Policies Map in the Submission Version and to any nature conservation sites or ecological networks that may be designated in the future by appropriate agencies. The Fylde Ecological Network will be identified and mapped, in compliance with the Framework, in the Publication version of the Local Plan.</p> <p><b><u>Section 2. Priority Species Protection</u></b></p> <p><u>Planning permission will not be granted for development which would have an adverse effect on a priority species or its habitat, unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an adverse effect on a priority species or its habitat, planning conditions or agreements will be used to:</u></p> <p>a) <u>Ensure the survival of the individual species affected; and where this cannot be achieved:</u></p> <p>b) <u>Reduce the disturbance to a minimum;</u></p> <p>c) <u>Provide adequate alternative habitats to enhance the viability of the local population of that species; and</u></p> <p>d) <u>Promote the preservation, restoration and recreation of priority habitats.</u></p>		
	<p><b>Policy ENV3: Development in the Nature Improvement Area</b></p> <p><u>Development proposals within the Nature Improvement Area, which will be identified on the Policies Map, will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.</u></p>	New Policy	To be added to assessment.
Policy ENV2: Protecting Existing	<p><b>Policy ENV4: Protecting Existing Open Space and <del>Green Infrastructure</del> <u>(the Green Infrastructure Network)</u></b></p>	Policy modified.	Assessment to be reviewed and updated.

<p><b>Open Space and Green Infrastructure</b></p>	<p>The existing areas of open space and green infrastructure network in Fylde will be protected, unless development is permitted as part of the Local Plan, the landscape, biodiversity and water management requirement of the Local Plan are met and the requirements set out in this Policy are met which will be identified on the Policies Map, comprise the Green Infrastructure network within Fylde. The Green Infrastructure network will be protected from inappropriate development.</p> <p>a) <u>Existing Public open space (the Green Infrastructure network), including sports and playing pitches (subject to policy HW3), will be protected unless the requirements of paragraph 74 of the NPPF Framework are met and the findings of any published and adopted needs assessment are met.</u></p> <p>b) <u>Public open space (the Green Infrastructure network), including sports and playing pitches (subject to policy HW3), will be protected unless the landscape, biodiversity and water management requirements of the Local Plan are met and the requirements set out in this policy are met.</u></p> <p>c) <u>Development will not be permitted on existing public open space (the Green Infrastructure network) which is considered essential to the setting, character, recreational benefits for residents, or visual amenities of Key Service Centres, Local Service Centres and rural settlements.</u></p> <p>d) <u>Development will not be permitted on open space that makes a positive contribution to the historic environment including the character, appearance and setting of conservation areas and listed buildings. Development that results in the loss of registered Historic Parks and Gardens of national importance, as set out below, will not be permitted. Development within a Registered Historic Park or Garden, or development that affects its setting, will not be permitted where this would prejudice its quality, character or appearance. 1 Ashton Gardens, St Annes; 2. Promenade Gardens, St Annes; 3. Lytham Hall Park, Lytham.</u></p> <p>Development that results in the loss of school playing fields will only be permitted if the development is for the necessary extension of an existing school and an adequate area of playing field is retained.</p> <p>e) <u>Development that results in the loss of public open space (the Green Infrastructure network) or sports and recreation facilities (including playing fields) will only be permitted if one of the following criteria are met:</u></p> <p>i. <u>The open space has been identified by the Council as being unsuitable for retention because it is poorly located;</u></p>		
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	<p>ii. <u>the proposed development would be ancillary to the use of the site as open space and the benefits to recreation would outweigh any loss of the open area;</u> or</p> <p>iii. <u>Successful mitigation takes place and alternative, enhanced provision is provided in the same locality.</u></p> <hr/> <p>f) Development that results in the loss of land <u>currently</u> used for allotments will only be permitted when:</p> <ol style="list-style-type: none"> <li>1. Suitable, alternative provision is made that is at least equivalent in size and quality to that which will be lost; or</li> <li>2. It can be demonstrated that there is no longer a community need for the allotments.</li> </ol> <p>g) Fylde’s Public Rights of Way network, <u>comprising footpaths,</u> byways, cycleways and bridleways will be <del>safeguarded</del> <u>protected</u> and opportunities to extend the network will be <u>safeguarded from development and</u> supported where this improves access to key Green Infrastructure assets, including areas of Green Belt <del>and the Area of Separation,</del> <u>the two Areas of Separation, the Coastal Change Management Areas and the Lancaster Canal towpath.</u></p>		
<p><b>Policy ENV3: Provision of Open Space and Green Infrastructure</b></p>	<p><b>Policy ENV5: Provision of New Open Space and <del>Green Infrastructure</del> <u>(the Green Infrastructure network)</u></b></p> <p><b><u>Amenity Open Space</u></b></p> <p>Within new housing developments comprising ten or more homes the provision of amenity open space with facilities for children’s play (i.e. playgrounds and Multi-Use Games areas including LAPs and LEAPs), will be required to the following minimum standards <b>(1)</b> :</p> <ul style="list-style-type: none"> <li>➤ 16m<sup>2</sup> per 1 bedroom home</li> <li>➤ 24m<sup>2</sup> per 2 bedroom home</li> <li>➤ 32m<sup>2</sup> per 3 bedroom home</li> <li>➤ 40m<sup>2</sup> per 4 bedroom home</li> <li>➤ 48m<sup>2</sup> per 5 bedroom home</li> </ul> <p>Such open space should be accessible, of high quality and normally be provided as a single central usable facility.</p> <p>Housing developments of 100 <del>dwellings</del> <u>homes</u> or more will be required to provide double the above standards. Developers should provide effective long-term future maintenance of areas of open space in accordance with this policy, <u>through the formation of a management company.</u></p>	<p>Policy modified. Deleted text re: historic parks and gardens is now in policy ENV6.</p>	<p>Assessment to be reviewed and updated.</p>

	<p><u>When determining an application for smaller non-strategic sites there is a preference for an off-site contribution, <i>in lieu</i> of on-site provision of open space, to enhance facilities on an adjacent open space.</u></p> <p>Where the standards require the provision of open space of less than 0.2 ha, or where it is agreed with the Council that the open space would be better provided off-site, payment of a commuted sum will be sought to help provide additional or improved open space nearby, where the benefits would serve the occupiers of new <u>and existing</u> developments. <u>Commuted sums will be calculated on the basis of the value of the land that would otherwise have had to be made available and the costs of laying the land out as public open space and maintaining it for a 10 year period.</u></p> <p><del>Other open space and green infrastructure</del></p> <p><b><u>Developer contributions and the Green Infrastructure network</u></b></p> <p>Financial contributions will be sought through the Community Infrastructure Levy to assist schemes for other <u>safe green</u> open space <del>and green infrastructure</del> <u>(the Green Infrastructure network)</u> where there is an identified need, including the provision of allotments, trees and woodland.</p> <p><del>Opportunities to link green infrastructure resources to create a multi-functional green infrastructure network will be maximised. Financial contributions will be sought through the Community Infrastructure Levy to assist such schemes.</del></p> <p>The provision of a new country park <del>in the grounds of Lytham Hall, or an alternative location that meets Fylde's deficit in park and garden provision,</del> <u>that meets Fylde's deficit in park and garden provision,</u> will be supported and contributions will be sought through <u>commuted sums or by means of</u> the Community Infrastructure Levy.</p> <p><b><u>Enhancement</u></b></p> <p><u>Where there is an identified over-provision of open space in close proximity to the application site, the monies generated from the development of the site and development in close proximity to it will be used to enhance the quality of, and accessibility to, the existing open space network. Opportunities to link open spaces to create a multi-functional Green Infrastructure network will be maximised. Financial contributions will be sought through the Community Infrastructure Levy to assist such schemes.</u></p>		
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<p><b>Policy ENV4: Management and Enhancement of Open Space and Green Infrastructure</b></p>	<p>Deleted policy:</p> <div style="border: 1px solid black; padding: 5px; background-color: #f0f0f0;"> <p><b>Policy ENV4</b></p> <p><b>Management and Enhancement of Open Space and Green Infrastructure</b></p> <p>Financial contributions will be sought through the Community Infrastructure Levy for the management and enhancement of open space and green infrastructure, including the Ribble Coast and Wetlands and the Coastal Parkway. This includes enhancing the functionality, quality, connectivity and accessibility of open space and green infrastructure.</p> </div>	<p>Requirements is included within ENV5.</p>	<p>Assessment to be included within revised policy for ENV5 and individual assessment removed.</p>
<p><b>Policy ENV5: Heritage Assets</b></p>	<p><b><u>Policy ENV6: Historic Environment Heritage Assets</u></b></p> <p><del>Heritage Assets within Fylde will be protected and enhanced, in line with the relevant policies in the NPPF.</del></p> <p><del>The Council will protect and seek opportunities to enhance heritage assets, by:</del></p> <p><del>Safeguarding heritage assets from inappropriate development.</del></p> <p><del>Supporting development or other initiatives that protect and enhance the local character, sense of place, setting, management and historic significance of heritage assets, with particular support for initiatives that improve any assets that are recognised as being in poor condition.</del></p> <p><del>Supporting development which provides opportunities for learning and regeneration.</del></p> <p><u>Proposals for development should conserve, protect and, where appropriate, enhance the character, appearance, significance and historic value of Fylde’s designated and undesignated heritage assets, in particular:</u></p> <ul style="list-style-type: none"> <li>➤ <u>The classic seaside resort of St Annes with its seafront, Victorian and Edwardian architecture and pier, together with the Promenade and Ashton Gardens.</u></li> <li>➤ <u>The formal resort of Lytham with the Windmill and Green, and the cultural assets based around Lowther Pavilion and Garden, Lytham Hall and its historic parkland.</u></li> <li>➤ <u>The historic market town of Kirkham and</u></li> </ul>	<p>Policy modified.</p>	<p>Assessment to be reviewed and updated.</p>

	<p>➤ <u>The two planned model rural settlements of Singleton and Thistleton.</u></p> <p><u>In addition the Council will:</u></p> <p><del>Developing a Built Heritage Strategy and Action Plan for Fylde.</del></p> <p>➤ <u>Adopt and implement the Fylde Heritage Strategy, together with the provision of further guidance, in the form of a web based resource for developers who propose to alter listed buildings.</u></p> <p>➤ <u>Promote heritage-led regeneration including: The Heritage Parks Initiative – connecting the key historic parks and gardens of Lytham and St Annes; Visual Corridors – enhancing key routes, approaches and gateways into Lytham, St Annes and Kirkham; enhancing the commercial and resort core of St Annes to create a vibrant seaside resort; protecting and enhancing the heritage of Lytham; and revitalising the commercial core of Kirkham.</u></p> <p><del>Undertaking Conservation Area Character Appraisals and Management Plans.</del></p> <p>➤ <u>Produce Conservation Area Appraisals and Management Plans.</u></p> <p><del>Identifying and adopting a local list of heritage assets.</del></p> <p><del>Designating policies in relation to other heritage assets.</del></p> <p>➤ <u>Identify opportunities to promote the district’s heritage assets through tourism, culture and economic development, including Fairhaven Lake.</u></p> <p>➤ <u>Seek to identify local heritage assets.</u></p> <p>➤ <u>Seek opportunities for safeguarding the future of any heritage assets at risk including Lytham Hall.</u></p> <p>➤ <u>Work with partners to design and manage the public realm in historic areas.</u></p> <p><b><u>Listed Buildings</u></b></p> <p><u>Fylde’s Listed Buildings and their settings will be conserved and, where appropriate, enhanced. Any harm to or loss of the significance of a listed building and its setting will be refused and only be permitted where any harm is justified by the public benefits of the proposal. Proposals</u></p>		
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	<p><u>will only be granted in exceptional circumstances where they can be clearly and convincingly justified in accordance with national planning guidance on heritage assets.</u></p> <p><u>In addition to the requirements of national policy, applications for works to listed buildings including alterations, extensions, changes of use or new development within its curtilage or setting must have regard to the significance of the heritage asset including its archaeological and historic interest.</u></p> <p><u>Proposals involving the total or substantial loss of a heritage asset, or the loss of the elements that contribute to its significance will be refused. Proposals will only be granted in exceptional circumstances where they can be clearly and convincingly justified in accordance with national planning guidance on heritage assets and all of the following will be required as part of the justification to provide evidence that:</u></p> <ol style="list-style-type: none"> <li><u>1) Other potential owners or users of the site have been sought through appropriate marketing where the marketing includes the offer of the unrestricted freehold of the asset at a price that reflects the buildings condition and;</u></li> <li><u>2) Reasonable endeavours have been made to seek funding for the heritage assets conversion and;</u></li> <li><u>3) Efforts have been made to find charitable or public authorities willing to take on the heritage asset.</u></li> </ol> <p><u>Where the loss of the whole or part of a heritage asset is approved this will be subject to an appropriate condition or planning obligation to ensure that any loss will not occur until a contract is in place to carry out the development that has been approved.</u></p> <p><b><u>Conservation Areas</u></b></p> <p><u>Proposals within or affecting the setting of any of the ten designated Conservation Areas in Fylde, listed below, or within any additional conservation areas designated during the lifetime of the Local Plan, should conserve or enhance those elements that make a positive contribution to their special character and appearance and setting. Proposals that better reveal the significance of these areas will also be supported.</u></p> <ul style="list-style-type: none"> <li><u>➤ Lytham (Town Centre)</u></li> <li><u>➤ Lytham Avenues</u></li> <li><u>➤ Kirkham</u></li> <li><u>➤ St. Anne's on Sea (Town Centre)</u></li> <li><u>➤ Ashton Gardens / Porritt Houses (St Annes)</u></li> <li><u>➤ St. Anne's Road East</u></li> </ul>		
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- [Singleton](#)
- [Thistleton](#)
- [Larbreck](#)
- [Wrea Green](#)

There will be a presumption in favour of the retention of buildings and / or features which make a positive contribution to the special character and appearance of a conservation area. Demolition, other substantial loss or harm to the significance of a building or feature - including trees, landscapes, spaces (public or private open space) and artefacts – that make a positive contribution to the Conservation Area will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy.

Proposals should:

- 1) Be appropriate to their context including setting, scale, density and physical characteristics;
- 2) Preserve or enhance features, making a positive contribution, in particular design, massing and height of any building should closely relate to adjacent buildings and should not have an unacceptable impact on townscape and landscape;
- 3) Not have an unacceptable impact on historic street patterns or roof space
- 4) Not result in the loss of open space;
- 5) Retain individual features of interest, e.g. doorways, cobbles, trees, hedges, railings and garden walls;
- 6) Reinforce distinctiveness of the area, reflecting the local pallet of materials and local building styles.

**Public Realm and the Historic Environment**

The public realm needs to be designed appropriately, to reflect the special quality of the historic environment including landscaping, street furniture and materials. The public realm needs to be appropriately managed and maintained, in accordance with the Fylde Heritage Strategy, so that it adds to the character, quality and distinctiveness of the heritage asset.

**Registered Historic Parks and Gardens**

Proposals that result in harm to the significance of a Registered Historic Park and Garden or its setting will not be permitted.

Proposals affecting any of the following three Registered Historic Parks and Gardens or newly designated Historic Parks and Gardens:

	<p><u>1) Ashton Gardens, St Annes</u>  <u>2) Promenade Gardens, St Annes</u>  <u>3) Lytham Hall Park, Lytham.</u></p> <p><u>should ensure that development does not cause significant harm to the enjoyment, layout, design, quality, character, appearance or setting of that landscape, cause harm to key views from or towards these landscapes or, where appropriate, prejudice their future restoration.</u></p> <p><b><u>Locally important heritage assets</u></b></p> <p><u>Fylde has a number of assets of historic interest, which whilst not statutorily protected, make an important contribution to the distinctive character of the area. These include Fairhaven Lake, Clifton Hall, Singleton Hall, Memorial Park in Kirkham, Lowther Gardens, Lytham Green, Lytham Park cemetery gardens and the Lancaster Canal. The Council recognizes the importance of these assets and will therefore designate such assets through a Local List to strengthen the presumption in favour of their retention.</u></p> <p><u>Development which would remove, harm or undermine the significance of a locally important heritage asset, or its contribution to the character of the area, will only be permitted in exceptional circumstances, where robust evidence can demonstrate that the public benefits of the development would clearly outweigh the harm.</u></p> <p><u>Where the loss of a locally listed asset is permitted, the following will be required:</u></p> <ol style="list-style-type: none"> <li><u>1) Survey and recording of the asset which may include archaeological investigation, which should be deposited with the local Historic Environment Record.</u></li> <li><u>2) The replacement building must be of a suitable quality and design and contribute to enhancing local character and identity.</u></li> <li><u>3) The salvage and reuse of materials and special features on site or nearby.</u></li> </ol> <p><b><u>Scheduled monuments and other archaeological remains</u></b></p> <p><u>Development which would result in harm to the significance of a scheduled monument and nationally important archaeological site will not be permitted, unless it can be demonstrated that the public benefits of the development would clearly outweigh the harm.</u></p> <p><u>Where there is the potential for non-designated archaeology, developers will be expected to investigate the significance of the archaeology prior to the determination of an application for the site. Where this demonstrates that the significance is equivalent to that of designated archaeology, proposals which cause harm to or loss will not be supported.</u></p>		
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	<p><u>Where proposals affect non-designated archaeology of local significance, this will be a material consideration when determining any planning applications for development.</u></p> <p><u>Developers need to undertake research at an appropriate early stage to find out where archaeological remains are.</u></p> <p><u>Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm, the Council will need to consider the significance of remains and seek to ensure mitigation of damage through preservation of the remains <i>in situ</i> as a preferred solution. Where this is not justified, the developer will be required to make adequate provision for excavation and recording before and / or during development. Proposals should also demonstrate how the public understanding and appreciation of such sites could be improved.</u></p> <p><b><u>Design Briefs</u></b></p> <p><u>Design Briefs will be prepared by the Council, to guide landowners, developers and civic amenity groups, where proposed new developments may have an impact on heritage assets, including listed buildings, conservation areas and registered historic parks and gardens.</u></p>		
<p><b>Policy ENV6: Good Design in New Development</b></p>	<p><b><u>Policy GD7</u></b> <b><u>Achieving Good Design in Development</u></b></p> <p><b><u>Design and Access Statements</u></b></p> <p><u>Where required, all development proposals should be accompanied by a Design and Access Statement that fully explains and justifies the design approach for the scheme.</u></p> <p><b><u>General Principles of good design</u></b></p> <p><del>New</del> Development will be expected to be of <del>the</del> a highest standard of design, taking account of the character and appearance of the local area, including the following:</p> <p>a) Ensuring densities of new residential development reflect and wherever possible enhance the local character of the surrounding area.</p> <p>b) <u>Ensuring that amenity will not be adversely affected by neighbouring uses, both existing and proposed.</u> <del>Ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.</del></p> <p><del>Minimising opportunities for crime and maximising natural surveillance.</del></p>	<p>Policy modified.</p>	<p>Assessment to be reviewed and updated.</p>

	<p>c) <u>The siting, layout, massing, scale, design, materials, architectural character, proportion, building to plot ratio and landscaping of the proposed development.</u></p> <p>d) <u>Taking account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</u></p> <p>e) <u>Conserving <del>safeguarding</del> and enhancing the built and historic environment.</u></p> <p>f) Being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the <u>visual</u> amenities of the local area.</p> <p>g) <u>Taking the opportunity to make a positive contribution to the character and local distinctiveness of the area through high quality new design that responds to its context.</u></p> <p>h) <u>Ensuring parking areas for cars, bicycles and motorcycles are safe, accessible and sympathetic to the character of the surrounding area and that highway safety is not compromised.</u></p> <p>i) <u>Ensuring the layout, design and landscaping of all elements of the proposal, including any internal roads, pedestrian footpaths, cycleways and open spaces, are of a high quality and respect the character of the site and local area.</u></p> <p>j) <u>Creating safe and secure environments that minimise opportunity for crime and maximise natural surveillance.</u></p> <p>k) <u>Protecting existing landscape features and natural assets. Providing landscaping as an integral part of the development; protecting <del>existing landscape features and natural assets,</del> and enhancing habitats; providing open spaces and linkages to the wider ecological networks as part of the Green Infrastructure network; and enhancing the public realm.</u></p> <p>l) Making provision for the needs of specific groups in the community such as the elderly and those with disabilities, in line with the Equalities Act.</p> <p><del>Conforming to Building for Life 12 Standards for well designed homes and neighbourhoods.</del></p> <p><b><u>National Technical Standards</u></b></p> <p>m) <u>All new housing developments should comply with the National Technical Standards, and be constructed in accordance with the national space standards for new homes.</u></p>		
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	<p><b><u>Highway Safety</u></b></p> <p>n) <u>The development should not prejudice highway safety, pedestrian safety, and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and horse riders). The development should not reduce the number of on-site parking spaces available, unless there are other material considerations which justify the reduction.</u></p> <p>o) <u>All development proposals will need to show that: appropriate provision is made for public transport services; appropriate measures are provided to facilitate access on cycle or foot; where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended; and the needs of specific groups in the community such as the elderly and those with disabilities are fully provided for.</u></p> <p><b><u>Climate Change</u></b></p> <p>p) <u>Development proposals should consider measures to mitigate the effects of climate change <del>should be mitigated</del> by the incorporation of energy and water efficiency in new and existing buildings, 'grey' water and rainwater harvesting and storage for waste and recyclables.</u></p> <p>q) <u>Adaptation 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.</u></p> <p><b><u>Existing land uses</u></b></p> <p>r) <u>The development should not prejudice or prevent the operation of existing land uses.</u></p> <p><b><u>Public realm</u></b></p> <p>s) <u>The public realm needs to be designed appropriately, to reflect the quality of the area including landscaping, street furniture and materials and developments should be appropriately managed and maintained so that they add to the character, <b>quality and distinctiveness of the surrounding area.</b></u></p> <p><b><u>Public Open Space</u></b></p>		
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	<p><u>t) New public open space should be provided in a single central useable facility, which is accessible, of high quality and good design, be visible, safe, using quality materials, including facilities for a range of ages and incorporating long term maintenance; unless it is agreed by the Council that provision is more appropriate on site.</u></p> <p><b><u>Advertisements</u></b></p> <p>u) Advertisement designs should respect the character and architectural details of the buildings and location within which they are proposed, <u>and their surroundings</u>, in terms of scale, details, siting and method of illumination.</p> <p><b><u>Flood Risk</u></b></p> <p><u>v) Inappropriate development in</u> <del>Development should not take place in</del> Flood Risk Zones 2 and 3 <u>will not be permitted.</u></p>		
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## Appendix G

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# Policy Appraisal Matrices: Revised Preferred Options (2015)

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The tables below provide an explanation of the notation used in the assessment matrices.

Major Positive Impact	The policy strongly supports the achievement of the SA Objective.	++
Positive Impact	This policy contributes partially to the achievement of the SA Objective but not completely.	+
Neutral/ No Impact	There is no clear relationship between the policy and/or the achievement of the SA Objective or the relationship is negligible.	0
Positive and negative outcomes	The policy 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 is partially detrimental to the achievement of the SA Objective.	-
Major Negative Impact	The policy strongly detracts from the achievement of the SA Objective.	--

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

**Table G.1**

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

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	NP1: 0	S-L T, I, R, L	Local Plan area	<p>Crime rates are relatively low across the Borough except for some town centre districts in St Annes. Significant effects on actual crime rates are unlikely as a result of the plan although it should be noted that the employment sites are likely to attract more minor crime than residential sites.</p> <p>Arguably, this option may encourage more elderly residents in Lytham and St Annes which has potential to increase fear of crime rates although this is less likely than alternative development options due to the lower level of growth proposed.</p> <p>Policy M1 includes requirements for Secured by Design principles to be incorporated into proposals that require masterplans. <i>It is recommended that this be extended to all development – see recommendations for Policy GD7.</i></p>
	S1: -		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/W hitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	
	DLF1: -		All strategic locations	
	M1: ++		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	NP1: +/-	S-T, I, R, M L-T, I, R, M	Local Plan area	<p>Primary schools exist in all the identified settlements and there are secondary schools in Lytham, St Annes and Kirkham enabling access in all target locations. Capacity is low however, and it is likely that there would be a shortfall of places in the short-term. It may take time for new schools and services to be provided, e.g. at the edge of Blackpool. However, in the longer-term and with the development of some of the larger sites, it is anticipated that new school capacity can be generated.</p> <p>Policy M1 states the need for additional school capacity for nursery, primary and, where necessary, secondary educational needs should be provided in the short, medium and long term.</p> <p>The strategic framework includes a spread of development which may help spread the available spaces more evenly whilst reducing the need to travel.</p>
	S1: +/-		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/ Whitehills and Freckleton</p>	
	DLF1: +/-		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	M1: ++		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	NP1: <b>0</b>	M-L T, I, R, M	Local Plan area	The majority of development is proposed within reach of the main town centres, public transport links, jobs and amenities. Access to sustainable travel can also encourage walking and cycling which can benefit healthy lifestyles. This is actively encouraged in the plan.
	S1: <b>0</b>		Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.  Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton	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.  Whilst public transport is currently poor at the edge of Blackpool, it is assumed that new services here would be a prerequisite of development. The land at the edge of Blackpool provides an opportunity to develop a sustainable, cohesive community. Indeed if the development at Whyndyke Farm and neighbouring sites were developed as a comprehensive masterplan, opportunities could be sought to further encourage walking, cycling and access to greenspace.  It should, however, be noted that bathing water quality may reduce at St Annes if the sewerage system reaches capacity. M1 requires that sewerage capacity is appropriate.
	DLF1: <b>0</b>		All strategic locations	
	M1: <b>++</b>		All strategic locations	
	NP1: <b>0</b>	S-L T, D, R, H	Local Plan area	Overall, Policy DLF1 provides a minimum of 7,700 new, good quality, well designed dwellings including affordable units will make a significant contribution to meeting

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	S1: +		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/W hitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	<p>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.</p> <p>These are concentrated in some of the areas most at need within the main settlements although 20% of the total is also earmarked for small and windfall sites which could well include rural areas (including Clifton, Elswick, Newton, Singleton, Staining, Weeton, Wrea Green, Little Eccleston, Treales and Wharles) to help meet rural needs. Policy S1 states that Local Service Centres serve their own communities and those in nearby rural settlements with basic services and are well placed to provide for future local housing and employment needs. Good access to services is essential if rural communities are to flourish.</p> <p>The towns of Lytham (including Ansdell), St Annes and Kirkham perform the role of Key Service Centres and serve the wider catchment area. In these towns the existing services and facilities will be enhanced; a range of housing and employment opportunities will be promoted and delivered, as well as retail and other services.</p>
	DLF1: ++		All strategic locations	
	M1: +		All strategic locations	
<p><b>5. Protect and enhance community spirit and cohesion</b></p>	NP1: 0	NA	Local Plan area	<p>New development has potential to cause tension with existing communities where large developments are located adjacent to established communities. For example, a large increase in population in Lytham and St Annes and Wesham/ Kirkham may have potential to water down community spirit and levels of cohesion. However, there is</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Develop opportunities for community involvement Improve relations between all social groups	S1: +		Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton. Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.	considerable uncertainty regarding this and it has great potential to be mitigated through good design. Equally, new development can provide regeneration of degraded sites and provide a new impetus to an area through the injection of a new community. For example, Policy S1 states that it is anticipated by 2032 Warton will have improved services including shops and community facilities when development set out in the Warton Strategic Location for Development has taken place. This will potentially improve community involvement and instigate new social groups in the town.  Policy M1 states an appropriate level of community facilities should be provided that meet local needs of the residents of the development, but does not undermine existing town, district or local centres or neighbouring key service centres or local service centres;  The developments should be designed to encourage cohesion within the development and with neighbouring, existing housing.
	DLF1: 0		All strategic locations	
	M1: +		All strategic locations	
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs	NP1: 0	S-L T, D, R, H	Local Plan area	Provision of goods, services and public transport is strongest in Lytham and St Annes and Kirkham together with the other identified locations enabling sustainable access to be maximised. Services in Warton would be benefited in particular. Transport links are strong in Kirkham. Further development in Kirkham and the strengthening of roles of Warton and Wesham may increase access to services in the east of the Borough.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	S1: +		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton</p>	<p>Policy M1 seeks to demonstrate appropriate highways access and a comprehensive approach to planning the highway network within and linking the sites which make up the Strategic Locations for Development, access to well-designed, separate but overlooked cycleways (both on-road and off-road), walking routes and bridleways serving the local facilities.</p> <p>Services can also be accessed in Blackpool (although public transport improvements that are being pursued by Blackpool Council would be required). The option seeks to address pockets of deprivation in the largest settlements through access to services.</p> <p>Some development is also proposed through small or windfall sites which will benefit rural areas by providing a greater market for rural service viability.</p> <p>Opportunities should be sought for the development of a network of walking, cycling and bridleway routes and measures to deliver a shift to public transport, away from car use to minimise the need to travel by private car.</p> <p><i>Phasing of new development, particularly on the land at the edge of Blackpool should seek to deliver new infrastructure and facilities at the earliest stage possible including wastewater capacity and improved public transport linkages.</i></p>
	DLF1: 0		All strategic locations	
	M1: +		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	NP1: 0	S-L T, D, R, H	Local Plan area	<p>Policy S1 highlights the importance of economic growth and employment opportunities in Key/Local Service Centres and the diversity of opportunities in more rural settlements. The option promotes the enhancement of town centres and directs a large proportion of retail development to Lytham (including Ansdell), St.Annes and Kirkham, thereby helping to increase employment opportunities, encourage economic growth and vibrancy in these areas and the wider catchment. The spread of housing development across the Borough would help this and may combine to encourage greater regeneration in areas such as Kirkham. Kirkham/ Wesham also provides good train linkages to Blackpool and Preston and Manchester.</p> <p>The plan also promotes significant development at Warton which would have an increased role as a local centre and where the Enterprise Zone can easily be accessed.</p> <p>Some rural enhancement is also proposed through housing development although the development of employment sites in these areas would be limited. Opportunities exist for investment in improved infrastructure in Kirkham, Wesham and Warton as well as Lytham and St Annes and land at the edge of Blackpool. The larger rural settlements at Elswick, Newton, Staining and Wrea Green provide small scale essential local services, as well as local opportunities for employment. They can therefore be regarded as sustainable communities, albeit with a dependency on, and sustainable transport connection to / from, the Key Service Centres. The smaller rural settlements of Clifton, Singleton and Weeton have fewer essential services and employment opportunities and tend to have poorer transport. Whilst the land at the periphery of Blackpool has sustainability benefits for employment provision, it is unclear whether, given its geographical separation from Fylde's towns, more of the economic and investment benefits of this would be felt in Blackpool rather than Fylde.</p> <p>The development of rural infrastructure is limited and hence rural employment diversification may not benefit.</p>
	S1: +		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	
	DLF1: +		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	M1: +		All strategic locations	<p>Policy DLF1 confirms that the Local Plan will deliver a minimum of 7,700 new homes and land will be developed for 56.3 Ha of employment use over the plan period to 31 March 2032.</p> <p>Policy M1 ensures that a wide range of local employment opportunities should be provided that offer a choice of jobs and training prospects.</p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	NP1: +	S-L T, D, R, H	Local Plan area	<p>By promoting the majority of housing close to the key centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the Borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance.</p> <p>The employment land at the edge of Blackpool may also have more benefit in reducing economic exclusion for Blackpool's more deprived communities than for Fylde. Again, this is primarily focussed on urban areas and less so for rural settlements.</p>
	S1: +		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton</p>	
	DLF1: +		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	M1: +		All strategic locations	
<b>9. Deliver urban renaissance</b>  Improve the vitality and vibrancy of town centres  Improve access within urban areas by sustainable means  Promote adjacency of employment, recreation and residential areas in urban areas  Support the preservation and / or development of a high quality built environment  Promote the development of multi-functional green infrastructure in urban areas  Enhance the reputation of urban areas as places to live, work and visit	NP1: 0	S-L T, D, R, H	Local Plan area	Policy S1 clarifies that by promoting the majority of housing close to the key centres, access to jobs is improved, thereby helping to reduce employment exclusion and deprivation in the Borough's most deprived wards (located in St Annes). This could encourage investment in these areas and promote urban renaissance. However, whilst developments are generally focussed towards the key towns, they are often on greenfield sites at their edges.  The loss of greenfield sites may result in losses of landscape and visual amenity and biodiversity. Strong public transport connections to the town centre transport hubs would be required to ensure the renaissance benefits are felt in town centres as well.  Overall, new development will provide a new population to exploit Fylde's commercial offerings and significant opportunities exist for creating high quality, sustainable and attractive new developments.  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 against this Objective.
	S1: +		Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.  Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.	
	DLF1: +		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	M1: ++		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	NP1: 0	S-L T, I/D, R, M	Local Plan area	<p>Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham and St. Annes. 20% of housing would also occur on small or windfall sites which may include rural land. As such, the use of a number of greenfield agricultural sites is unavoidable and cumulatively is likely to result in the loss of biodiversity, notably through the loss of farmland bird habitat or other features such as trees, ponds or hedgerows.</p> <p>Some BHSs may also be affected by development occurring nearby. The Borough's most sensitive habitats lie off the coast from Lytham and St Annes / Warton and increased pressure here (recreational or foul water discharge) may result in indirect effects upon the European designations although not to the extent of some of the rejected options.</p> <p><i>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.</i></p> <p>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. The site designs should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. Potentially damaging effects of development on sites of nature conservation value, especially Natura 2000 sites should be avoided, unless the potential effects can be mitigated; and Ecological connectivity within the site and with the surroundings should be maintained and enhanced through appropriate site layout; the retention of existing important features and their integration within a well-designed landscape with appropriate habitat protection.</p>
	S1: 0		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	
	DLF1: 0		All strategic locations	
	M1: ++		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>	NP1: <b>0</b>	S-L T, D, R, M	Local Plan area	<p>Policy S1 proposes the settlement hierarchy dividing the service centres from the rural settlements. The use of a number of greenfield agricultural sites is unavoidable with many of these being located at the edges of existing settlements. Whilst this is preferable to new rural locations (as proposed more in other rejected options) being chosen they are likely to change the character of some sub-urban fringes. Similarly, up to 20% of development may still occur on small or sites which may potentially be in rural areas such as Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Development in these areas has potential to infringe on some areas of open countryside around Kirkham, Wesham and Warton. The settings of Wesham and Kirkham (including the Conservation Areas) in particular may be adversely affected and there is a risk of overdeveloping the suburbs of Kirkham, Wesham, Freckleton and Warton through infill. The gaps between Kirkham and other settlements may also reduce.</p> <p>Areas required for expansion at St Annes would be on greenfield land and would affect landscape and visual amenity although not to the extent of some of the rejected options.</p> <p>In contrast the development of some degraded, derelict and/or previously developed sites with well planned, high quality structures can result in landscape/townscape and visual benefits.</p> <p>Policy M1 states that development must seek to meet the following criteria:</p>
	S1: <b>-</b>		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	DLF1: +		All strategic locations	<ul style="list-style-type: none"> <li>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, conservation), and formal and informal recreation areas; and</li> <li>Development that respects the environmental character of its surroundings. Particular attention should be given to the creation of a well-designed and defined edge to development and a sensitive transition to adjoining areas in the countryside. Proposals will need to include plans for the long term use and management of these areas.</li> </ul> <p>This could have positive effects for this Objective.</p>
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	NP1: 0	L	Local Plan area	<p>At this scale it is difficult to say whether cultural heritage assets will be damaged by the plan. Some areas contain a number of listed buildings and conservation areas exist in some of the key settlement. Whilst the settings of these may be affected, proposed development is largely located in areas removed from these designated and will need to be subject to site-based assessments.</p> <p>A number of archaeological finds have been discovered throughout the Borough dating from prehistoric through to more modern times. Some sites have higher potential to coincide with these than others although again it would not be possible to say with any certainty until site-based studies have been undertaken.</p> <p>Policy M1 confirms that where proposals are likely to have a harmful impact upon the significance of a heritage asset, mitigation measures should be agreed with the Council. However, some harm cannot be mitigated and without the public benefits means that the site may be considered inappropriate for development. Policy M1 also requires that developments are ‘to confirm the presence or otherwise of sites of national importance or local archaeology, more detailed archaeological studies should be undertaken, prior to development.’ This could lead to benefits against this Objective.</p>
	S1: ?		Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/ Whitehills and Freckleton.	
	DLF1: ?		All strategic locations	
	M1: +/-		All strategic locations	
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p> <p>Maintain and improve the quality of groundwater</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures</p>	NP1: 0	S-L T, R, I, M	Local Plan area	<p>Some sites are proposed in or near EA Flood Zones, notably near Lytham and St Annes although these would be fewer than other rejected options. All greenfield land development has potential to adversely affect surface and ground water quality as well as increasing the demand for water through increased population. This may result in the loss of ponds or pollution to surface watercourses. Drainage issues also exist in the vicinity of the M55 junction 4. However, it should be possible to mitigate many of these impacts through careful design and considerate construction practices including e.g. SuDS features.</p> <p><i>See provisions of Policy CL1 and Policy GD7.</i></p> <p>Policy M1 clarifies that:</p> <ul style="list-style-type: none"> <li>• Ponds, trees, woodland, hedgerows, water features and areas of open space should be retained wherever possible. The provision of public open space should be maximised across the site(s). Provision should be made for landscaping belts and for a Green Infrastructure network to compensate for losses.</li> <li>• Developments will be required to include measures to deal with surface water drainage using the SuDs hierarchy;</li> <li>• Wastewater infrastructure upgrades should be completed and the development of sites should be suitably phased to ensure that any potential</li> </ul>
	S1: +/-		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/</p>	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Whitehills and Freckleton.	<p>adverse impacts are mitigated. Design of the infrastructure should take into account any potential future development.</p> <ul style="list-style-type: none"> <li>Inappropriate development in Flood Risk Zones 2 or 3 will not be permitted. Development in Flood Zones 2 and 3 should be in accordance with the requirements of the national Planning Practice Guidance. Where a strategic development location contains land within Flood Risk Zone 2 and 3, landscaping constitutes an appropriate form of development in these areas.</li> </ul>
	DLF1: +/-		All strategic locations	
	M1: ++		All strategic locations	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>14. Limit and adapt to the impacts of climate change</b>  Reduce greenhouse gas emissions  Reduce the demand for energy and increase energy efficiency  Increase the use of renewable energy  Reduce CO <sub>2</sub> emissions from the transport sector	NP1: 0	L-T, R/IR, I, M	Local Plan area	<p>New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. However, developing near to existing urban centres, jobs, services and transport links should help minimise the growth of private car journeys and promote sustainable transport more (Kirkham has good rail links) than the rejected dispersed options.</p> <p>The development of some of the larger sites such as the land at the edge of Blackpool gives rise to the opportunity to promote sustainable construction techniques on a large scale by a single or fewer developers.</p> <p>There is potential for increased traffic congestion around Kirkham, Wesham, Warton and at the edge of Blackpool. Cumulatively, this may have indirect effects upon air quality and carbon emissions although air quality is generally not a significant issue in the Borough.</p> <p>If combined with public transport and sustainable travel connections, the increase in traffic may be mitigated. Measures to promote cycling, walking and public transport access are encouraged in the plan.</p> <p>Policy M1 seeks to encourage walking, cycling and public transport as modes of travel, whilst reducing the need to travel by public transport. Alongside green infrastructure measures, these could lead to positive effects against this Objective.</p>
	S1: -		Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.  Employment sites at Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.	
	DLF1: -		All strategic locations	
	M1: ++		All strategic locations	
<b>15. Protect and improve air quality</b>	NP1: 0	L-T, R/IR, I, M	Local Plan area	<p>Policy S1 seeks to improve sustainable transport connections which will reduce travel and car air pollution. Sustainable movement between key centres and settlements should help protect air quality.</p>
	S1: +		Lytham and St.Annes (including Ansdell),	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Protect and improve local air quality			Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.  Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.	Policy M1 seeks to encourage walking, cycling and public transport as modes of travel, whilst reducing the need to travel by public transport. Alongside green infrastructure measures, these could lead to positive effects against this Objective.
	DLF1: 0		All strategic locations	
	M1: ++		All strategic locations	
16. Ensure the sustainable use of natural resources	NP1: 0	S-L T, IR, D, M	Local Plan area	Brownfield sites would be used where possible as a result of the urban area focus (e.g. at Warton in particular) although sites are limited in Lytham and St. Annes. The plan would result in the cumulative loss of a number of areas of Grade 2&3 agricultural land.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	S1: +/-		<p>Lytham and St.Annes (including Ansdell), Fylde-Blackpool Periphery, Warton, Kirkham/ Wesham/Freckleton/ Whitehills and rural sites at Elswick, Newton, Staining, Wrea Green, Clifton, Singleton and Weeton.</p> <p>Employment sites at Fylde-Blackpool periphery and Kirkham/ Wesham/Whitehills and Freckleton.</p>	<p>Policy DLF1 states that the development of over 7700 houses and 56.3ha of employment land would also use a considerable amount of raw materials and create building waste and a source of waste on an on-going basis. Again this is unavoidable. Development will contribute towards sustainable growth, the continuation and creation of sustainable communities by their locations and accessibility and through the use of resources and construction materials.</p> <p>However, there are potential benefits of developing some larger sites in that they may be produced with comprehensive masterplan which could include high standards of sustainable construction and design in order to minimise the use of raw materials.</p> <p>There are also sites which are located on Minerals or Peat Safeguarding Areas, the latter of which may act as a carbon sink.</p> <p>See provisions of Policy CL4.</p> <p>Policy M1 advises to address the use of natural resources by:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Development will not be permitted which would prevent or undermine the operation of existing land uses, including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome.</li> <li>• 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.</li> </ul>
	DLF1: -		All strategic locations	
	M1: ++		All strategic locations	

**Table G.2**  
**SL1 Lytham and St Annes Strategic Location for Development**

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
HSS1 - Queensway, St Annes (housing)	1,150	0.0 Ha	2015
HSS2 – Heyhouses Lane, St Annes	250	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
<b>Total</b>	<b>1,520 homes</b>	<b>5.4 Ha</b>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b>	HSS2 – Heyhouses Lane, St.Annes	<b>0</b>	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough although there are pockets of greater levels of crime deprivation in Lytham St. Annes. This site is partially vacant and its regeneration could prevent inappropriate use of the site.  <i>Apply Secured by Design principles in new development (refer to Policy GD7</i>	Providing sensitive design measures are implemented it

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	HSS1 – Queensway, St.Annes	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St Annes. Whilst 1150 dwellings have the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design.  <i>Apply Secured by Design principles in new development (refer to Policy GD7).</i>	is not considered that there would be significant cumulative effects.
	ES1 – Queensway Industrial Estate, Snowdon Road, St.Annes	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St Annes. Whilst a 3.8 hectare employment site has the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design.	
	HSS3 - Lytham Quays, Lytham	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St.Annes. Whilst 120 dwellings at Lytham Quays have the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design.	
	ES2 – Dock Road, Lytham	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St.Annes. Whilst a 0.9 ha employment site has the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design.	
	ES3 – Boundary Road	0	NA	Local to site	Crime levels are not considered to be a significant issue in the Borough, there are isolated levels of higher crime within parts of Lytham and St.Annes. Whilst a 0.7 ha employment site has the potential to provide opportunities for crime, this is not considered to be a significant issue and could be mitigated through careful design.	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	HSS2 – Heyhouses Lane, St.Annes	+/-	S-T, M-T, L-T I, R, M	Lytham and St Annes and surrounding area	<p>There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. The development of this site commenced in 2014 and has put slight pressure on existing school capacity. Secondary schools are also nearing capacity although this pressure may be alleviated by provision of a new school at Warton.</p> <p><i>New school capacity should be provided in the long-term. This is a requirement under Policy M1.</i></p>	<p>Cumulatively the development of 1,520 houses and 3 potential new employment sites would put pressure on school places in the long-term and new provision should be provided. However, it is recognised that the planned development of these sites is phased.</p>
	HSS1 - Queensway, St.Annes	+/-	S-T, M-T, L-T I, R, M	Lytham and St Annes and surrounding area	<p>There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. However, this development includes a primary school that will accommodate the new pupils generated by the development. Secondary schools are also nearing capacity and there is an identified need for a new secondary school in the Borough. The potential new employment site may inflict greater pressure on school capacities.</p> <p><i>New school capacity should be provided in the long-term. This is a requirement under Policy M1.</i></p>	
	ES1 – Queensway Industrial Estate	0	NA	Lytham and St Annes and surrounding area	The employment sites are unlikely to have a significant effect on educational attainment unless training schemes are provided.	
	HSS3 - Lytham Quays, Lytham	0	NA	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. However, the majority of units have already been completed therefore there will be no pressure on school capacities in the long term.	

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	ES2 – Dock Road, Lytham	0	NA	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. The 3 employment allocations should have no effect on levels of education.	
	ES3 – Boundary Road	0	NA	Lytham and St Annes and surrounding area	There is a potential shortfall of primary school places in Lytham and St Annes within the next five years. The 3 employment allocations should have no effect on levels of education.	

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<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	HSS2 – Heyhouses Lane, St.Annes	+	L-T, I, R, L	Within new development	<p>Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets). This site would benefit from the close proximity of the open space and recreational opportunities provided by the seafront. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).</p> <p><i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities.</i></p>	<p>All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling . Whilst there would be loss of greenfield land there is scope to incorporate areas of open space into the new sites through effective masterplanning.</p>
	HSS1 – Queensway, St.Annes	+	L-T, I, R, L	Within new development	<p>Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets). Provision of public open space is also proposed as part of the development of this site which is considered important in view of the loss of potential greenbelt/open space areas. This site and others in this part of the Borough also have the availability of open space and recreational resources at the coast. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).</p>	
	ES1 – Queensway Industrial Estate	+/-	L-T, I, R, L	Within new development	<p>Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets). As part of the extension to an existing employment site, loss of potential land for open space and more industrial use may harm the health of local residents.</p>	

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	HSS3 - Lytham Quays, Lytham	+	L-T, I, R, L	Within new development	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets). Provision of public open space is also proposed as part of the development of this site which is considered important in view of the loss of potential greenbelt/open space areas. This site and others in this part of the Borough also have the availability of open space and recreational resources at the coast. It will be important to ensure that the health care facilities available in the Borough are able to accommodate the level of development proposed (baseline data does not suggest that this is presently an issue in the Borough).  <i>Incorporate areas of open space into the development and provide new footpath and cycle links to provide connections to services and amenities</i>	
	ES2 – Dock Road, Lytham	0	L-T, I, R, L	Lytham and St Annes and surrounding area	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets).	
	ES3 – Boundary Road	0	L-T, I, R, L	Lytham and St Annes and surrounding area	Levels of health deprivation are not considered to be a significant issue in the Borough although there are slightly higher levels of health deprivation in Lytham and St. Annes than other parts of the Borough (these are only isolated pockets).	
<b>4. Ensure that housing provision meets all needs</b>	HSS2 – Heyhouses Lane, St.Annes	+	S-T, I, R, H	Within Lytham and St Annes area	The creation of 250 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs started in 2014.	

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<p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	HSS1 – Queensway, St.Annes	++	S-T, I, R, H	Within Lytham and St Annes area	The creation of 1150 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2015.	
	ES1 – Queensway Industrial Estate	0	NA	Within Lytham and St Annes area	Employment use will not directly affect meeting housing provision needs.	
	HSS3 - Lytham Quays, Lytham	+	S-T, I, R, H	Within Lytham and St Annes Area	The creation of 120 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs starting in 2015.	
	ES2 – Dock Road, Lytham	0	NA	Within Lytham and St Annes area	Employment use will not directly affect meeting housing provision needs.	
	ES3 – Boundary Road, Lytham	0	NA	Within Lytham and St Annes area	Employment use will not directly affect meeting housing provision needs.	
<b>5. Protect and enhance community spirit and cohesion</b>	HSS2 – Heyhouses Lane, St.Annes	+/-	S, M, L-T, D, R, M	Site and adjacent areas	New development has potential to cause tension with existing communities although the development of this largely vacant site is likely to be welcomed by the local community. It is noted that the vacant part of the site currently has planning permission and is under construction. The other part of the site is currently in use, although it is expected that the site will become vacant in the short to medium term of the plan period.	Whilst new residential developments and new employment sites can

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Develop opportunities for community involvement  Improve relations between all social groups					<i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy GD7.</i>	sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
	HSS1 – Queensway, St.Annes	+/-	S-T, I, R, M	Site and adjacent areas	This is a particularly large site and it will need to be well integrated with the adjacent built up area. New development has potential to cause tension with existing communities. However, this can be mitigated through good design.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy GD7.</i>	
	ES1 – Queensway Industrial Estate	+/-	S, M, L-T, D, R, M	Site and adjacent areas	As an extension to existing employment land may cause tension and disturbances with existing communities, However, the additional employment opportunities may enhance community cohesion.	
	HSS3 - Lytham Quays, Lytham	+/-	S, M, L-T, D, R, M	Site and adjacent areas	New development has potential to cause tension with existing communities. Employment may also provide an opportunity to enhance community involvement.	
	ES2 – Dock Road, Lytham	+/-	S, M, L-T, D, R, M	Site and adjacent areas	New employment in the area may cause tension with existing communities. Employment may also provide an opportunity to enhance community involvement.	
	ES3 – Boundary Road, Lytham	+/-	S, M, L-T, D, R, M	Site and adjacent areas	New employment in the area may cause tension with existing communities. Employment may also provide an opportunity to enhance community involvement.	
<b>6. Improve sustainable access to basic goods</b>	HSS2 – Heyhouses Lane, St.Annes	+	S, M, L-T, D, R, M	Site and adjoining areas of St. Annes	This site is 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 is also has access to railway stations (although the services are infrequent and	All of these sites are accessible to the range of

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<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>					<p>unreliable), bus services, has good access to areas of open space including recreation grounds and the coastal facilities.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	<p>facilities in Lytham and St. Annes, they are also better connected by public transport than other sites proposed and have access to a range of recreational facilities. In the long-term the development of these sites should support the long-term development of Lytham and St. Annes.</p>
	HSS1 – Queensway, St,Annes	++	S, M, L-T, D, R, M	Site and adjoining areas of St. Annes	<p>This site is 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 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 bypass as part of the development would also improve accessibility and reduce congestion. Public open space would also be provided as part of this development.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure sufficient secondary school provision is provided in the long-term.</i></p>	
	ES1 – Queensway Industrial Estate	+	S, M, L-T, D, R, M	Site and adjoining areas of St. Annes	<p>This site is well located for the range of services and facilities that are provided in Lytham St. Annes. 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 employment. A key link is from the Queensway development to the coastal cycle route that may benefit work commuters. The provision of an east-west road as part of the development would also improve accessibility and reduce congestion.</p>	

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	HSS3 - Lytham Quays, Lytham	0	NA	Site and adjoining areas of Lytham	<p>This site is 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 is also has access to railway stations and bus services (that are most frequent towards the coast particularly to and from Blackpool), has good access to areas of open space including recreation grounds and the coastal facilities.</p> <p><i>Pedestrian and cycling routes are encouraged 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.</i></p>	
	ES2 – Dock Road, Lytham	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Lytham	<p>This site is well located for the range of services and facilities that are provided in Lytham and St. Annes. The site is within close proximity to the road network and the main residential areas.</p> <p><i>Pedestrian and cycling routes are encouraged 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.</i></p>	
	ES3 – Boundary Road, Lytham	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Lytham	<p>This site is well located for the range of services and facilities that are provided in Lytham and St. Annes. The site is within close proximity to the road network and the main residential areas.</p> <p><i>Pedestrian and cycling routes are encouraged 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.</i></p>	

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<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	HSS2 – Heyhouses Lane, St.Annes	0	NA	NA	The allocated employment sites should provide greater opportunities for residents and boost the local economy. Whilst new houses have potential to provide employees for jobs in the Borough, particularly in the Key Service Centres of Lytham and St. Annes, the allocations themselves would not provide notable employment beyond the construction phase.	There is a risk of adverse impacts on agricultural land resources associated with the residential and employment development of the Queensway
	HSS1 - Queensway, St.Annes	+	NA	NA		
	ES1 – Queensway Industrial Estate	+	L-T, D, R, M	Site and adjoining areas of St.Annes		
	HSS3 - Lytham Quays, Lytham	+	NA	NA		
	ES2 – Dock Road, Lytham	+	L-T, D, R, M	Site and adjoining area of Lytham		
	ES3 – Boundary Road	+	L-T, D, R, M	Site and adjoining area of Lytham		
<b>8. Promote economic inclusion</b>	HSS2 – Heyhouses Lane, St.Annes	0	NA	NA	It is considered unlikely that these developments would contribute to the achievement of this objective. However, the new housing sites will be in close proximity to the employment opportunities in the Key Service Centres of Lytham St. Annes although it is not known if those most at need would	No cumulative effects are predicted.

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Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	HSS2 – Queensway, St.Annes	+	NA	NA	benefit from the employment opportunities. The additional employment sites in Queensway and on the Lytham Coast would provide a greater volume of employment opportunities in different areas of the Borough therefore reducing the possibility of unemployment.	
	ES1 – Queensway Industrial Estate	+	L-T, D, R, M	Site and adjoining areas of St.Annes		
	HSS3 - Lytham Quays, Lytham	+	NA	NA		
	ES2 – Dock Road, Lytham	+	L-T, D, R, M	Site and adjoining areas of Lytham		
	ES3 – Boundary Road, Lytham	+	L-T, D, R, M	Site and adjoining areas of Lytham		
<b>9. Deliver urban renaissance</b>  Improve the vitality and vibrancy of town centres	HSS2 – Heyhouses Lane, St.Annes	+	S, M, L-T, I, R, M	Within Lytham and St. Annes area	The site is within St Annes and would benefit from proximity to existing employment opportunities and facilities. The development of this site would also result in the regeneration of a brownfield site. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes.  <i>New development should have regard to the provision in Policy GD7.</i>	Only one of the sites is greenfield therefore there would be very little cumulative

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<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>	HSS1 – Queensway, St.Annes	+	S, M, L-T, I, R, M	Within Lytham and St. Annes area	<p>The site is on the fringes of St Annes and would benefit from proximity to existing employment opportunities and facilities. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes. As greenfield land, this site would also include a significant area of public open space which would provide a valuable recreational resource for the new community. It will be important to ensure that appropriate community facilities are provided as part of the development of this large site. Negative effects are recorded owing to the size of the site and the potential for impacts on the local landscape.</p> <p><i>New development should have regard to the provision in Policy GD7.</i></p>	<p>loss of this resource. It will be important for the new developments to incorporate green space and to be sensitively designed (a large area of open space will be provided as part of the Queensway development). However, all of the sites are situated either within or on the fringes of St. Annes and so have very good access to the facilities and employment opportunities</p>
	ES1 – Queensway Industrial Estate	+	S, M, L-T, I, R, M	Within Lytham and St. Annes area	<p>The site is on the fringes of St Annes and so the extension of Queensway Industrial Estate should help promote adjacency of employment and residential areas in urban areas. In the long-term the development of this and other sites in St. Annes is likely to contribute to urban renaissance by supporting the continued prosperity of Lytham and St. Annes. It will be important to ensure that appropriate community facilities are provided as part of the development of this large site. Negative effects are recorded owing to the potential for impacts on the local landscape.</p>	
	HSS3 - Lytham Quays, Lytham	+	S, M, L-T, I, R, M	Within Lytham and St Annes area	<p>The site is situated on the Lytham Coast and would benefit from proximity to existing employment opportunities and community facilities.</p>	
	ES2 – Dock Road, Lytham	+	S, M, L-T, I, R, M	Within Lytham and St Annes area	<p>The employment allocated site to the north east of the housing development should help boost urban renaissance in the long term by supporting the continued prosperity of Lytham and St Annes.</p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	ES3 – Boundary Road	+	S, M, L-T, I, R, M	Within Lytham and St Annes area	The employment allocated site to the north east of the housing development should help boost urban renaissance in the long term by supporting the continued prosperity of Lytham and St Annes.	in Lytham St. Annes.

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<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	HSS2 – Heyhouses Lane, St.Annes	+	S, M, L-T, I, R, M	Within and adjacent to the site	<p>This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site.</p> <p><i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i></p>	<p>The development of the one greenfield site would have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1- 6.</p>
	HSS1 – Queensway, St.Annes	-	S, M, L-T, I, R, M	Within and adjacent to the site	<p>The site would result in the loss of a large area of greenfield land. There is high potential for ecological impacts associated with the site’s development that need thorough assessment in advance of development occurring.</p> <p>The HRA Screening Report states that a project level HRA has been undertaken for this Scheme and confirmed no likely significant effect.</p> <p><i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i></p>	
	ES1 – Queensway Industrial Estate	-	S, M, L-T, I, R, M	Within and adjacent to the site	<p>The site would result in the loss of an area of greenfield land. There is high potential for ecological impacts associated with the site’s development that need thorough assessment in advance of development occurring.</p> <p><i>Greenspace should be provided to compensate for some losses and the site design informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i></p>	
	HSS3 - Lytham Quays, Lytham	+	S, M, L-T, I, R, M	Within and adjacent to the site	<p>This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site.</p> <p>As a coastal site, the development may also affect maritime wildlife.</p> <p><i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i></p>	

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	ES2 – Dock Road, Lytham	+	S, M, L-T, I, R, M	Within and adjacent to the site	This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site. As a coastal site, the development may also affect maritime wildlife. <i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i>	
	ES3 – Boundary Road, Lytham	+	S, M, L-T, I, R, M	Within and adjacent to the site	This site would regenerate a brownfield site. There is potential for species such as bats to be using any derelict buildings on the site. As a coastal site, the development may also affect maritime wildlife. <i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 5.</i>	
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b>  Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	HSS2 – Heyhouses Lane, St.Annes	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape. <i>See provisions of Policies GD4 and GD7.</i>	Cumulatively the development of all of these sites would result in the loss of a significant amount of open space on the edge of Lytham St. Annes. High quality design towards Lytham Coast
	HSS1 – Queensway, St,Annes	-	S, M, L-T, D, IR, M	On site and adjacent areas.	This is a large low-lying site and, there would be a loss of agricultural land and open space which would impact on the existing landscape. There is also a risk of loss of woodland as part of the site development, some of which is protected by a Tree Preservation Order. The site (the road and open space) also lies partially within the greenbelt. <i>Seek to retain woodland within the development. See provisions of Policies GD4 and GD7.</i>	
	ES1 – Queensway Industrial Estate	-	S, M, L-T, D, IR, M	On site and adjacent areas	There would be a loss of agricultural land and open space which would impact on the existing landscape.	

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	HSS3 - Lytham Quays, Lytham	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape. <i>See provisions of Policy GD4 and GD7.</i>	will ensure that the new developments are well integrated into the existing landscape and townscape.
	ES2 – Dock Road, Lytham	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape. <i>See provisions of Policy GD4 and GD7.</i>	
	ES3 – Boundary Road, Lytham	+	L-T, I, R, M	On site and adjacent areas	The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape. <i>See provisions of Policy GD4 and GD7.</i>	
<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  Protect and enhance historic landscape value and its setting  Protect and enhance undesignated heritage assets and their setting	HSS2 – Heyhouses Lane, St.Annes	0	NA	NA	At this stage, there are no known heritage features on the sites. However, there is the potential for unknown archaeological features to be present at one of the sites particularly in view of its greenfield nature  There is also the potential for the development of the Queensway sites to impact upon the setting of the Lytham Hall Registered Park and Garden. This would require assessment and appropriate site landscaping as part of the development process.  <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy GD7.</i>	Cumulative effects on heritage are uncertain at present although further research may reveal archaeology in one or more of the sites.
	HSS1 – Queensway, St.Annes	0	NA	NA		
	ES1 – Queensway Industrial Estate	0	NA	NA		
	HSS3 - Lytham Quays, Lytham	0	NA	NA		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and enhance townscape character and quality	ES2 – Dock Road, Lytham	0	NA	NA		
	ES3 – Boundary Road, Lytham	0	NA	NA		
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>  Encourage sustainable use of water resources Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	HSS2 – Heyhouses Lane, St.Annes	0	NA	NA	The site does not lie within a flood risk area. New development will place increasing pressure on wastewater infrastructure although significant upgrades are not required to existing infrastructure to enable the development of this site. <i>See provisions of Policy CL1. See provisions of Policy GD7.</i>	Some development is proposed in flood zones which would need to be avoided or appropriately mitigated through the design process. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS.
	HSS1 – Queensway, St. Annes	-	S, M, L-T, D, R, M	On site and adjacent areas.	Approximately one third of this site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance. There are also main rivers crossing the site. New development will place increasing pressure on wastewater infrastructure and it is recognised that upgrades are required. <i>See provisions of Policy CL1 and Policy GD7. 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 needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i>	
	ES1 – Queensway Industrial Estate	0	NA	On site and adjacent areas.	The site does not lie within a flood risk area. New development will place increasing pressure on wastewater infrastructure although significant upgrades are not required to existing infrastructure to enable the development of this site. <i>See provisions of Policy CL1.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	HSS3 - Lytham Quays, Lytham	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>The site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance. However, it is noted that development of the site is almost complete.</p> <p><i>See provisions of Policy CL1. 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.</i></p> <p><i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	<p>Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no loss in these features.</p> <p>There would also be increased pressure on wastewater infrastructure as a result of the development of these sites and others in the Borough.</p>
	ES2 – Dock Road, Lytham	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>The site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance.</p> <p><i>See provisions of Policy CL1. 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.</i></p> <p><i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	
	ES3 – Boundary Road, Lytham	-	S, M, L-T, D, R, M	On site and adjacent areas.	<p>The site lies within Flood Zones 2 and 3. Development would need to avoid these areas and comply with NPPF and EA guidance.</p> <p><i>See provisions of Policy CL1. 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.</i></p> <p><i>The Council needs to ensure that wastewater infrastructure upgrades are completed and that the development of sites in the Lytham and St. Annes</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
					<i>area is suitable phased to ensure that any potential adverse impacts are mitigated.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	HSS2 – Heyhouses Lane, St.Annes	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. However, these sites are well positioned in relation to the availability of the services and facilities in Lytham St. Annes and so there are opportunities for sustainable patterns of living to be pursued. <i>Energy efficiency measures should also be incorporated into the new developments.</i> <i>Refer also to provisions of Policy GD7.</i>	Cumulatively, carbon emissions will increase, although in the long-term there may be scope for more sustainable patterns of living to develop as a result of the location of these sites.
	HSS1 – Queensway, St,Annes	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.		
	ES1 – Queensway Industrial Estate	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.		
	HSS3 - Lytham Quays, Lytham	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	ES2 – Dock Road, Lytham	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.		
	ES3 – Boundary Road, Lytham	+/-	S, M, L-T, I, R, M	Site, Lytham and St. Annes and surrounding road network.		
<b>15. Protect and improve air quality</b> Protect and improve local air quality	HSS2 – Heyhouses Lane, St.Annes	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, all of these sites are accessible to public transport facilities and the range of facilities provided in the Key Service Centres of Lytham St. Anne and so there are potentially greater opportunities for sustainable patterns of living than other sites proposed in the Borough. There are existing congestion issues in this part of the Borough but the provision of a new link road should help to address some congestion issues.  <i>As part of all developments, 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.</i>	All development needs to be well connected by public transport including bus links to minimise the use of private car.
	HSS1 – Queensway, St.Annes	0	NA	NA		
	ES1 – Queensway Industrial Estate	0	NA	NA		
	HSS3 - Lytham Quays, Lytham	0	NA	NA		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	ES2 – Dock Road, Lytham	0	NA	NA		
	ES3 – Boundary Road, Lytham	0	NA	NA		
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p>	HSS2 – Heyhouses Lane, St.Annes	+	S, M, L-T, I, IR, M	Within site.	<p>The Heyhouses and Lytham Quays sites would be the re-use of a brownfield site and so positively contribute to the achievement of the objective. The other sites are greenfield and so would result in the loss of soil resources. The Queensway housing site is also located within a Minerals Safeguarding Area (note that the whole of the site already has planning permission)</p> <p><i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i></p>	<p>Three of the sites use greenfield agricultural land which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the</p>
	HSS1 – Queensway, St.Annes	-	S, M, L-T, I, IR, M	Within site.		
	ES1 – Queensway Industrial Estate	-	S, M, L-T, I, IR, M	Within site.		
	HSS3 - Lytham Quays, Lytham	+	S, M, L-T, I, IR, M	Within site.		
	ES2 – Dock Road, Lytham	+	S, M, L-T, I, IR, M	Within site.		
	ES3 – Boundary Road, Lytham	+	S, M, L-T, I, IR, M	Within site.		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Reduce the production of waste Reduce the proportion of waste landfilled						minerals resource.

**Table G.3**  
**SL2: The Fylde-Blackpool Periphery Strategic Location for Development**

Site	Homes to be completed during Plan period	Employment over Plan period	Projected commencement date
HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor	348	0.0 Ha	Commenced 2015
MUS1 - Cropper Road East, Whitehills	372	6.5 Ha	Commenced 2015
MUS2 - Whyndyke Farm, Preston New Road, Whitehills	1,310	20 Ha	2018
HSS5 – Cropper Road West, Whitehills	442	0.0 Ha	2020
HSS6 – Land at Lytham St Annes Way, Whitehills	150	0.0 Ha	Commenced 2013
ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	2.4 Ha	TBC
ES5 - Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor	0	5.0 Ha	TBC
ES6 – ITSA, Brunel Way, Whitehills	0	4.9 Ha	TBC
ES7 – Whitehills Business Park, Whitehills	0	8.6Ha	TBC
Total	2,622 homes	47.4 Ha	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b>  Reduce levels of crime Reduce the fear of crime  Reduce levels of anti-social behaviour Reduce alcohol and drug misuse  Encourage security by design	HSS4 -Coastal Dunes, Clifton Drive North	+	S,I,R,L	Local to site	Crime levels are not considered to be a significant issue in this area (although levels are higher than some other areas of Fylde). The site is currently derelict and part demolished. Whilst we are not aware of criminal activity on the site, sites in this state can be attractive to crime or anti social behaviour. Its comprehensive re development may therefore bring benefits in the short term <i>See provisions of Policy GD7.</i>	Cumulatively, the employment uses have a higher potential to create opportunities for crime, although this is considered to be of low significance and should be able to be mitigated through design.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	-	L-T, I, R, L	Local to site	The proposed employment land has a higher potential to attract minor crime in the long-term than the residential components.	
	ES6 – ITSA, Brunel Way, Whitehills	-	L-T, I, R, L	Local to site	The proposed employment land has a higher potential to attract minor crime in the long-term than the residential components.	
	ES7 – Whitehills Business Park, Whitehills	-	L-T, I, R, L	Local to site	The proposed employment land has a higher potential to attract minor crime in the long-term than the residential components.	
	MUS 2 - Whyndyke Farm	-	L-T, I, R, L	Local to site	The proposed employment land as part of a mixed-use proposals has a higher potential to attract minor crime in the long-term than the residential components.	
	MUS1 - Cropper Road East, Whitehills, Whitehills	-	L-T, I, R, L	Local to site	<i>This could be mitigated by requiring appropriate Secured by Design features to be incorporated.</i>	

	HSS5 – Cropper Road West, Whitehills	0	NA	NA	Whilst these new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy GD7.</i>	
	ES5 - Blackpool Airport, Squires Gate	-	M, L-T, I, R, L	Local to site	The proposed employment land has a higher potential to attract minor crime in the long-term than the residential components.	
	HSS6 - Land at Lytham, St.Annes Way	0	NA	NA	Whilst these new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy GD7.</i>	
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	HSS4 - Coastal Dunes, Clifton Drive North	-	S-T, I, R, M L-T, I, R, M	Catchment area	In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term. <i>New school capacity should be provided as early as possible. This is a requirement under Policy M1.</i>	Cumulatively the development of 2622 houses would put pressure on primary school places and new provision should be provided in a timely manner.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	Local to site	The employment sites are unlikely to have a significant effect on educational attainment unless training schemes are provided.	
	ES6 – ITSA, Brunel Way, Whitehills	0	NA	Local to site	The employment sites are unlikely to have a significant effect on educational attainment unless training schemes are provided.	
	ES7 – Whitehills Business Park, Whitehills	0	NA	Local to site	The employment sites are unlikely to have a significant effect on educational attainment unless training schemes are provided.	

MUS 2 - Whyndyke Farm	-	L-T, I, R, M	Catchment area	<p>In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term.</p> <p><i>New school capacity should be provided as early as possible. This is a requirement under Policy M1.</i></p>
MUS1 - Cropper Road East, Whitehills, Whitehills	-	L-T, I, R, M	Catchment area	
HSS5 – Cropper Road West, Whitehills	-	L-T, I, R, M	Catchment area	<p>In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term.</p> <p><i>New school capacity should be provided as early as possible. This is a requirement under Policy M1.</i></p>
ES5 - Blackpool Airport, Squires Gate	0	NA	NA	<p>The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided. In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term.</p> <p><i>New school capacity should be provided as early as possible. This is a requirement under Policy M1.</i></p>
HSS6 - Land at Lytham, St.Annes Way	-	L-T, I, R, M	Catchment area	<p>In the short term there is likely to be a deficit in terms of local primary school capacity although developer contributions should help to rectify this in the long-term.</p> <p><i>New school capacity should be provided as early as possible. This is a requirement under Policy M1.</i></p>

<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	HSS4 - Coastal Dunes, Clifton Drive North	+/-	L-T, I, R, L	Within new development.	Levels of health deprivation are not considered to be a significant issue in the area (although levels are higher than some other areas of Fylde). Proposals to encourage improved pedestrian and cycle routes to Squires Gate Station and St.Annes Town Centre, together with the ready access to the coast and adjoining nature reserves could encourage the uptake of healthier lifestyles in the long-term. However, in contrast it is not clear what the impacts on the health and wellbeing of the new residents would be through being located at the end of the airport runway.	<p>The developments are proposed in areas that could promote the use of public transport and/or walking/cycling so long as infrastructure proposals of this kind are implemented. Similarly, there are opportunities to compensate for the loss of greenfield land by including accessible green spaces within the developments, notably, the larger scale Whyndyke Farm site.</p>
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	+	L-T, I, R, L	Within new development	Employment sites are unlikely to have a significant impact on healthy lifestyles. However, proposals to improve cycling and pedestrian facilities in the area, together with the ready access to the coast and nearby nature reserves could encourage the uptake of healthier lifestyles for employees in the long-term.	
	ES6 – ITSA, Brunel Way, Whitehills	+	L-T, I, R, L	Within new development	Employment sites are unlikely to have a significant impact on healthy lifestyles. However, proposals to improve cycling and pedestrian facilities in the area, together with the ready access to the coast and nearby nature reserves could encourage the uptake of healthier lifestyles for employees in the long-term.	
	ES7 – Whitehills Business Park, Whitehills	+	L-T, I, R, L	Within new development	Employment sites are unlikely to have a significant impact on healthy lifestyles. However, proposals to improve cycling and pedestrian facilities in the area, together with the ready access to the coast and nearby nature reserves could encourage the uptake of healthier lifestyles for employees in the long-term.	
	MUS 2 - Whyndyke Farm	+/-	L-T, I, R, L	Within new development and adjoining area.	Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term, albeit in a small way given the sites' locations away from the town centre. Adjacency of employment and housing at the site may also encourage	

	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, I, R, L	Within new development.	<p>this. However, the sites would remove areas of greenspace overlooked by existing housing.</p> <p><i>There are considerable opportunities for inclusion of walking/cycling routes and public open space if the Whyndyke Farm site were developed as a comprehensive masterplan.</i></p> <p><i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i> The latter should be very feasible given the way the Cropper Road site is located between existing residential areas although less so for the Whyndyke site which is separated by the M55 and A583.</p>	
	HSS5 – Cropper Road West, Whitehills	+/-	L-T, I, R, L	Within new development and adjoining area.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term, albeit in a small way given the sites' locations away from the town centre. Adjacency of employment and housing at the site may also encourage this.</p> <p>Walking/cycling routes should be very feasible given the way the Cropper Road site is located between existing residential areas</p>	
	ES5 - Blackpool Airport, Squires Gate	+	L-T, I, R, L	Within new development.	<p>Employment sites are unlikely to have a significant impact on healthy lifestyles. However, pedestrian access to Squires Gate Station and proposals to improve cycling and pedestrian facilities in the area, together with the ready access to the coast and nearby nature reserves could encourage the uptake of healthier lifestyles for employees in the long-term.</p>	
	HSS6 - Land at Lytham, St.Annes Way	+/-	L-T, I, R, L	Within new development and adjoining area.	<p>Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term, albeit in a small way given the site's locations away from the town centre. The site would remove an areas of greenspace overlooked by existing housing.</p> <p>The site is separated from other areas by the M55 and A583 so it may be harder to develop a cohesive community.</p>	
	HSS4 - Coastal Dunes, Clifton Drive North	+	S-T, I, R, H	Within Blackpool / St.Annes area	<p>The creation of 348 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs for both Blackpool and Fylde starting in 2015.</p>	The creation of 2,622 new homes in line with housing

<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	NA	The development would not provide any housing.	<p>needs would strongly contribute to meeting the overall provision in Fylde and also Blackpool.</p> <p>There is, however, a risk that too much affordable housing here may compromise development efforts in more central areas of need.</p>
	ES6 – ITSA, Brunel Way, Whitehills	0	NA	NA	The development would not provide any housing.	
	ES7 – Whitehills Business Park, Whitehills	0	NA	NA	The development would not provide any housing.	
	MUS 2 - Whyndyke Farm	++	L-T, I, R, H	Blackpool and Fylde housing markets.	The creation of up to 1,310 new, good quality, well designed dwellings including affordable units will make a significant contribution to meeting housing needs starting in the long-term from 2018.	
	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, I, R, H	Blackpool and Fylde housing markets.	The creation of 372 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs for both Blackpool and Fylde starting in 2015.	
	HSS5 – Cropper Road West, Whitehills	+	M-T, I, R, H	Blackpool and Fylde housing markets.	The creation of 442 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs in the long-term from 2020.	
	ES5 - Blackpool Airport, Squires Gate	0	NA	NA	The development would not provide any housing.	

	HSS6 - Land at Lytham, St.Annes Way	+	S-T, I, R, H	Blackpool and Fylde housing markets.	The development of this site for housing instead of other similar sized sites would also help to meet the Borough's housing needs.	
<b>5. Protect and enhance community spirit and cohesion</b>  Develop opportunities for community involvement  Improve relations between all social groups	HSS4 - Coastal Dunes, Clifton Drive North	0	NA	NA	The development is not clearly adjoined to an existing residential area as some other proposals are. It seems unlikely that the development would have a significant impact on cohesion. However, the seafront location and removal of an existing eyesore may have a small benefit to existing and new residents. It is noted that the former Pontins site has been cleared at the time of writing, and phase 1 housing is under construction.	Whilst new residential developments and employment sites can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall social and economic benefits in the long-term.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	Within site and Blackpool periphery areas.	As an existing industrial estate, the employment proposals are not expected to have a significant impact on community cohesion or spirit.	
	ES6 – ITSA, Brunel Way, Whitehills	+	S-T, I, R, H	Within site and Blackpool periphery areas.	As a source of more local employment opportunities, the site may have a positive effect on community spirit and cohesion.	
	ES7 – Whitehills Business Park, Whitehills	+	S-T, I, R, H	Within site and Blackpool periphery areas.	As a source of more local employment opportunities, the site may have a positive effect on community spirit and cohesion.	
	MUS 2 - Whyndyke Farm	+/-	L-T, I, R, L	Within site and Blackpool periphery areas.	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. The size of the Whyndyke and Cropper Road developments are intended to	

	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, I, R, L	Within site and Blackpool periphery areas.	provide a critical mass to also require community amenities to be provided. <i>The developments should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i> The latter should be very feasible given the way the Cropper Road site is located between existing residential areas although less so for the Whyndyke site which is separated by the M55 and A583. See provisions of Policy GD7.	
	HSS5 – Cropper Road West, Whitehills	+	L-T, I, R, L	Within site and Blackpool periphery areas.		
	ES5 - Blackpool Airport, Squires Gate	+	S-T, I, R, H	Within site and Blackpool periphery areas.	As a source of more local employment opportunities, the site may have a positive effect on community spirit and cohesion.	
	HSS6 - Land at Lytham, St.Annes Way	-	L-T, I, R, L	Within new development and adjoining area.	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The developments should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy GD7</i>	
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs Ensure that highways infrastructure meets people's needs	HSS4 - Coastal Dunes, Clifton Drive North	+	S, M, L-T, D, R, L	Site and adjoining areas.	The site is located near to Clifton Drive and Squires Gate Lane providing access to Blackpool and St.Annes. It is also close to Squires Gate Station. The draft plan identifies and intention to improve pedestrian, cycle and bus linkages. <i>Improvements to pedestrian, cycle and bus linkages should be made a more explicit requirement. See recommendations under policy GD7.</i>	All the sites are located at the periphery of Blackpool. Whilst the Coastal Dunes and Airport sites are close to public transport modes, The other sites would require additional
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	Site and adjoining areas	The employment site is located within good bus access to Lytham and St.Annes. New cycling and pedestrian facilities would also be required.	

<p>(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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	ES6 – ITSA, Brunel Way, Whitehills	0	NA	Site and adjoining areas	The employment site is located within good bus access to Lytham and St.Annes. New cycling and pedestrian facilities would also be required.	<p>infrastructure and improved sustainable transport linkages although it is considered that they would have the critical mass to do so. The mixed-use nature of these sites goes some way to achieving this.</p>
	ES7 – Whitehills Business Park, Whitehills	0	NA	Site and adjoining areas	The employment sites are located within good bus access to Lytham and St.Annes. New cycling and pedestrian facilities would also be required.	
	MUS 2 - Whyndyke Farm	+	L-T, D, R, L	Site and adjoining areas.	<p>Access to services in this area is currently limited but it is expected that these developments will provide the critical mass to support the provision of local amenities. The sites are close to Blackpool and measures are proposed to provide walking/cycling linkages. Access to the road network is also strong. The mixed-use nature of the proposals should provide a sustainable co-location of homes and jobs.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. An element of self-sufficiency is proposed at Whyndyke Farm 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.</i></p>	
	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, D, R, L	Site and adjoining areas.		
	HSS5 – Cropper Road West, Whitehills	+	L-T, D, R, L	Site and adjoining areas.		
	ES5 - Blackpool Airport, Squires Gate	+	L-T, D, R, L	Site and adjoining areas.	The employment site is located within walking distance to Squires Gate Station and within good bus access to Lytham and St.Annes. New cycling and pedestrian facilities would also be required.	
	HSS6 - Land at Lytham, St.Annes Way	?	NA	NA	Access to services in this area is currently limited and would need to rely upon any developed as part of the Whyndyke or Cropper Road proposals. There is some uncertainty about timing and delivery and how sustainable this would be.	
<b>7. Encourage sustainable economic growth</b>	HSS4 - Coastal Dunes, Clifton Drive North	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Fylde and Blackpool, and the new employment site at Blackpool Airport, the allocation would itself not provide notable employment beyond the construction phase.	Cumulatively, the 47.4ha of employment land proposed in

<b>and business development</b> Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	++	L-T, D, R, M	Blackpool economy and to a lesser degree, Fylde's.	The 2.4ha of employment provision should provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport.	locations, near to residential areas should help to increase and diversify the economy in this area.  However, given their location it is a concern that such benefits would be realised more by Blackpool than Fylde. Consideration should be given to the need to balance the needs of both authorities.
	ES6 – ITSA, Brunel Way, Whitehills	++	L-T, D, R, M	Blackpool economy and to a lesser degree, Fylde's.	The 4.9ha of employment provision should provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport.	
	ES7 – Whitehills Business Park, Whitehills	++	L-T, D, R, M	Blackpool economy and to a lesser degree, Fylde's.	The 8.6ha of employment provision should provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport.	
	MUS 2 - Whyndyke Farm	++	L-T, D, R, M	Blackpool economy and to a lesser degree, Fylde's.	Whyndyke Farm would provide 20ha 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. The 6.5ha at Cropper Road East would contribute to the same.  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. <i>Given the focus for Blackpool on inner area regeneration, the employment sites should give consideration to balancing these needs for the benefit of both authorities.</i>	
	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, D, R, M			
	HSS5 – Cropper Road West, Whitehills	0	NA	NA	NA	

	ES5 - Blackpool Airport, Squires Gate	++	L-T, D, R, M	Within Blackpool/St. Annes area.	The 5ha of employment provision at Blackpool Road would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas and transport connections including the airport.	
	HSS6 - Land at Lytham, St. Annes Way	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Fylde and Blackpool the allocation would itself not provide notable employment beyond the construction phase.	
<b>8. Promote economic inclusion</b> Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	HSS4 - Coastal Dunes, Clifton Drive North	0	NA	NA	Whilst the new houses would be located within sustainable access to jobs in Blackpool and Lytham St. Annes, this site alone is not considered to have a significant impact on economic inclusion.	The majority of the employment land is located in easy reach of existing residential areas in Blackpool which exhibit significant employment deprivation and to proposed houses as part of mixed-use. This has greater potential to enable access by less economically mobile people.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	The employment development would provide jobs in an area easily accessible to residential areas, particularly in Blackpool. Whilst levels of employment deprivation are not considered to be a significant issue in the area, levels are higher than some other areas of Fylde.	
	ES6 – ITSA, Brunel Way, Whitehills	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	The employment development would provide jobs in an area easily accessible to residential areas, particularly in Blackpool. Whilst levels of employment deprivation are not considered to be a significant issue in the area, levels are higher than some other areas of Fylde.	
	ES7 – Whitehills Business Park, Whitehills	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	The employment development would provide jobs in an area easily accessible to residential areas, particularly in Blackpool. Whilst levels of employment deprivation are not considered to be a significant issue in the area, levels are higher than some other areas of Fylde.	
	MUS 2 - Whyndyke Farm	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	Although neither the Whyndyke Farm or Cropper Road sites are located near a notably employment deprived area in Fylde, they do lie adjacent to Clifton ward in Blackpool which exhibits higher than average levels of	

	MUS1 - Cropper Road East, Whitehills, Whitehills	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	unemployment and low incomes. Furthermore, the provision of homes and jobs in proximity through the mixed-use proposal is a positive measure.	
	HSS5 – Cropper Road West, Whitehills	+	L-T, D, R, M	Within site and adjacent areas of Blackpool.	Whilst the new houses would be located within sustainable access to jobs in Blackpool, this site alone is not considered to have a significant impact on economic inclusion.	
	ES5 - Blackpool Airport, Squires Gate	+	L-T, D, R, M	Within South Blackpool area primarily.	The employment development would provide jobs in an area easily accessible to residential areas, particularly in Blackpool. Whilst levels of employment deprivation are not considered to be a significant issue in the area, levels are higher than some other areas of Fylde.	
	HSS6 - Land at Lytham, St. Annes Way	0	NA	NA	Whilst the new houses would be located within sustainable access to jobs in Blackpool, this site alone is not considered to have a significant impact on economic inclusion.	
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means Promote adjacency of employment, recreation and residential areas in urban areas Support the preservation and /	HSS4 - Coastal Dunes, Clifton Drive North	+	S, M-T, I, R, M	Within local area	<p>The site would regenerate an existing derelict site in an area that can be made accessible to Blackpool and Lytham St. Annes through improved infrastructure. It also lies close to Squires Gate Station. Together with the new employment site proposed at the airport, this would provide adjacency to employment.</p> <p><i>This is a significant opportunity to provide a high quality of design to complement the neighbouring nature conservation designations. See provisions of Policies ENV1- 6 and GD7.</i></p>	None of the sites are located in a town centre although may be accessible from Blackpool or Lytham St. Annes if infrastructure improvements were provided. Whilst proximity between homes and jobs is proposed, the larger sites are greenfield and
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	M-T, D, R, M	–	<p>Given the sites' locations away from Fylde's settlements and on the periphery of the Blackpool sub-urban boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a greenfield area being lost.</p> <p><i>Employment uses should seek to complement town centre activities rather than compete. This is an opportunity to deliver high quality design complement the nearby nature conservation resources. See provisions of Policies ENV1- 6 and GD7. .</i></p>	

<p>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>	ES6 – ITSA, Brunel Way, Whitehills	0	M-T, D, R, M		<p>Given the sites' locations away from Fylde's settlements and on the periphery of the Blackpool sub-urban boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a greenfield area being lost.</p> <p><i>Employment uses should seek to complement town centre activities rather than compete. This is an opportunity to deliver high quality design complement the nearby nature conservation resources. See provisions of Policies ENV1- 6 and GD7.</i></p>	<p>may result in minor effects on the environment. A clear focus on good design and masterplanning should be promoted.</p>
	ES7 – Whitehills Business Park, Whitehills	0	M-T, D, R, M		<p>Given the sites' locations away from Fylde's settlements and on the periphery of the Blackpool sub-urban boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a several pockets of greenfield area being lost.</p> <p><i>Employment uses should seek to complement town centre activities rather than compete. This is an opportunity to deliver high quality design complement the nearby nature conservation resources. See provisions of Policies ENV1- 6 and GD7.</i></p>	
	MUS 2 - Whyndyke Farm	+	NA	NA	<p>Given the sites' locations away from Fylde's settlements and on the periphery of the Blackpool sub-urban boundary it is difficult to see how this could contribute to re-vitalising town centres. It would also result in a large greenfield area being lost. However, it would provide opportunities for co-location of homes and jobs and may provide economic benefits to the sub-region as a whole.</p> <p><i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>	
	MUS1 - Cropper Road East, Whitehills, Whitehills	+	NA	NA		
	HSS5 – Cropper Road West, Whitehills	0	NA	NA		

	ES5 - Blackpool Airport, Squires Gate	+	L-T, I, R, L	Within local area.	Although located at the edge of the urban area of Blackpool (so may not benefit town centre vitality), the site uses previously developed land and is close to transport connections. <i>Employment uses should seek to complement town centre activities rather than compete. This is an opportunity to deliver high quality design complement the nearby nature conservation resources. See provisions of Policies ENV1- 6.</i>	
	HSS6 - Land at Lytham, St.Annes Way	0	NA	NA	The site's fringe location would reduce its benefits in terms of delivering urban renaissance and it would result in the loss of greenfield land. It may provide opportunities for co-location of jobs and homes as a result of the existing local industrial land and the proposals and Whyndyke and Cropper Road.	
<b>10. Protect and enhance biodiversity and geodiversity</b> Protect and enhance designated sites of nature and geological conservation importance Recognise the role of biodiversity as part of the wider range of ecosystem services Protect and enhance wildlife	HSS4 - Coastal Dunes, Clifton Drive North	-	S, M, L-T, I, R, M	Within adjacent designated sites.	The site is located adjacent to the Ribble and Alt Estuaries SPA and Ramsar site, two BHSs, one of which is a SSSI and an LNR (Starr Hills) and contains an important sand dune system. Whilst the site itself is previously developed and is not known to contain any valuable ecology, the additional population from the development may cause further recreational pressure on the neighbouring sand dunes. The SSSI is already in unfavourable condition although the main reason for this is that it is becoming overgrown. <i>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. See provisions of Policies ENV1- 6 and GD7.</i>	The development of the sites could have a cumulative effect on biodiversity. Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6 and GD7. Although the Coastal Dunes site poses risks
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	NA	The site would take up a small area of greenfield land. The development may have impacts on the biodiversity of the site including, for example use by farmland birds. <i>Greenspace should be provided to compensate for some losses together with measures to protect the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent, especially as the derelict buildings may be home to bats. See provisions of Policies ENV1- 6.</i>	

<p>especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	ES6 – ITSA, Brunel Way, Whitehills	0	NA	NA	<p>The site would take up a small area of greenfield land The development may have impacts on the biodiversity of the site including, for example use by farmland birds.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent, especially as the derelict buildings may be home to bats. See provisions of Policies ENV1- 6.</i></p>	<p>to the adjacent designated nature conservation areas, it should be possible to mitigate these through amendments to policy and practice.</p>
	ES7 – Whitehills Business Park, Whitehills	0	NA	NA	<p>The sites would take up small areas of greenfield land. The development may have impacts on the biodiversity of the site including, for example use by farmland birds.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent, especially as the derelict buildings may be home to bats. See provisions of Policies ENV1- 6.</i></p>	
	MUS 2 - Whyndyke Farm	--	L-T, I, R, M	Within site and adjacent woodland.	<p>The site would take up 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.</p> <p>The development is likely to have impacts on the biodiversity of the site including, for example use by farmland birds.</p> <p>The HRA Screening Report states that project level HRA has been undertaken for this Scheme and confirmed no likely significant effect (with mitigation in place) for European Sites.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the woodland and retain the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent and a comprehensive masterplan would be beneficial. See provisions of Policies ENV1- 6. The draft plan identifies the site as lying adjacent to a BHS – this appears to be an error, it is simply located to the north.</i></p>	

	MUS1 - Cropper Road East, Whitehills, Whitehills	-	L-T, I, R, L	Within site.	The site would take up a small area of greenfield land incorporating vacant/derelict buildings. The development may have impacts on the biodiversity of the site including, for example use by farmland birds.. <i>Greenspace should be provided to compensate for some losses together with measures to protect the ponds and hedges where possible. Appropriate ecological surveys should be undertaken prior to consent, especially as the derelict buildings may be home to bats. See provisions of Policies ENV1- 6.</i>	
	HSS5 – Cropper Road West, Whitehills	0	NA	Within site.	The site is partially previously developed and partially greenfield land. However, it is unlikely that there would be any features of nature conservation value on site <i>although a survey prior to construction to check for roosting bats and/or other ecology would be prudent.</i>	
	ES5 - Blackpool Airport, Squires Gate	0	NA	NA	The site is previously developed car parking and aircraft hangers. It is unlikely that there would be any features of nature conservation value on site <i>although a survey prior to construction to check for roosting bats and/or other ecology would be prudent.</i>	
	HSS6 - Land at Lytham, St.Annes Way	0	NA	Within site.	The site is previously developed land therefore it is unlikely that there would be any features of nature conservation value on site <i>although a survey prior to construction to check for roosting bats and/or other ecology would be prudent.</i>	
11. Protect and enhance landscape and townscape character and	HSS4 - Coastal Dunes, Clifton Drive North	+	S, M, L-T, D, R, H	On site and views from adjacent areas.	The site is currently derelict and part demolished. The redevelopment provides an opportunity to remove an eyesore and create a high, quality, well-designed development in a prominent seafront location. <i>This is a significant opportunity to provide a high quality of design to complement the seafront location. See Policies ENV1- 6 and GD7.</i>	Cumulatively, the Whyndyke and Cropper developments would affect the local landscape and urban edge around Blackpool through the uptake of greenfield land.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	-	L-T, D, R, M	On site and adjacent areas.	The site is currently greenfield therefore development may have significant impact on the landscape and the character of the site, <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	

<b>quality and protect tranquillity</b> Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	ES6 – ITSA, Brunel Way, Whitehills	-	L-T, D, R, M	On site and adjacent areas.	The site is currently greenfield therefore development may have significant impact on the landscape and the character of the site, <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	This could be reduced by appropriate design, landscaping and density.
	ES7 – Whitehills Business Park, Whitehills	-	L-T, D, R, M	On site and adjacent areas.	The sites are currently greenfield therefore development may have significant impact on the landscape and the character of the site, <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	
	MUS 2 - Whyndyke Farm	-	L-T, D, IR, M	On site and adjacent areas.	The developments would remove a large area of greenfield agricultural land and would create a new urban edge. This would impact on views from neighbouring properties in this relatively flat, open landscape. The landscape is not designated for its quality.  A number of landscape features such as trees, hedges and water features may also be impacted.  <i>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. See provisions of Policies GD4 and GD7.</i>	
	MUS1 - Cropper Road East, Whitehills, Whitehills	-	L-T, D, IR, M	On site and adjacent areas.	The development would remove an area of greenfield agricultural land and associated features albeit not of high quality in landscape terms. It is already impacted by adjacent development although it does provide an area of green space between urban areas  See mitigation proposed above.	

	HSS5 – Cropper Road West, Whitehills	0	S-T, D, IR, M	On site and adjacent areas.	The site is currently occupied partially with employment uses and greenfield therefore development will not have a significant impact on the townscape. <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	
	ES5 - Blackpool Airport, Squires Gate	0	NA	NA	The site is currently occupied by a car park and old hangers so redevelopment with employment uses is unlikely to have a significant benefit or impact on the site, although its character will change. <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	
	HSS6 - Land at Lytham, St.Annes Way	0	L-T, D, IR, M	On site and adjacent areas.	The site is almost complete with onle a small amount of development still to be completed. Therefore future effects are likely to be minimal. <i>Opportunities should be sought to provide a high quality of design including appropriate landscaping and scale. See Policies ENV1- 6 and GD7.</i>	
<b>12. Conserve and enhance the historic environment,</b>	HSS4 - Coastal Dunes, Clifton Drive North	?	L	NA		Cumulative effects on heritage are uncertain at

<p><b>heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	?	L	NA	<p>Roman, medieval and prehistoric artefacts have been found in the South Blackpool area in the past although at this stage, there are no known heritage features on the site.</p> <p><i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy GD7.</i></p>	<p>present although further research may reveal archaeology in one or more of the sites.</p>
	ES6 – ITSA, Brunel Way, Whitehills	?	L	NA		
	ES7 – Whitehills Business Park, Whitehills	?	L	NA		
	MUS 2 - Whyndyke Farm	?	L	NA		
	MUS1 - Cropper Road East, Whitehills, Whitehills	?	L	NA		
	HSS5 – Cropper Road West, Whitehills	?	L	NA		
	ES5 - Blackpool Airport, Squires Gate	?	L	NA		

	HSS6 - Land at Lytham, St. Annes Way	?	L	NA		
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b> Encourage sustainable use of water resources Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	HSS4 - Coastal Dunes, Clifton Drive North	0	NA	NA	<p>According to the EA flood map, the site is not at risk of flooding from the adjacent coastal waters. There also do not appear to be any streams passing through the site.</p> <p>Whilst development may pose a risk of pollution to the sea and neighbouring wildlife sites. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.</p> <p><i>See provisions of Policy CL1 and Policy GD7.</i></p>	Some development is proposed near to flood zones which would need to be avoided. Run-off rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	NA	<p>The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1.</i></p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	
	ES6 – ITSA, Brunel Way, Whitehills	0	NA	NA	<p>The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1.</i></p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	
	ES7 – Whitehills Business Park, Whitehills	0	NA	NA	<p>The sites currently suffer from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1.</i></p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	

	MUS 2 - Whyndyke Farm	-	S,M,L-T,D, IR, M	Site and adjoining area	<p>A small area of the site lies within Flood Zone 2 although it should be possible to avoid this through careful masterplanning and design. Ponds are also present on the site. The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. See provisions of Policy CL1. See provisions of Policy GD7.</p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	loss in these features.
	MUS1 - Cropper Road East, Whitehills, Whitehills	0	NA	NA	<p>The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. See provisions of Policy CL1. See provisions of Policy GD7.</p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	
	HSS5 – Cropper Road West, Whitehills	-	S,M,L-T,D, IR, M	Site and adjoining area	<p>A small area of the site lies within Flood Zone 2 although it should be possible to avoid this through careful masterplanning and design. The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. See provisions of Policy CL1. See provisions of Policy GD7.</p> <p><i>Specific provisions should be made for the sustainable resolution of the drainage issues.</i></p>	
	ES5 - Blackpool Airport, Squires Gate	0	NA	NA	<p>According to the EA flood map, the site is not at risk of flooding from the nearby coastal waters. There also do not appear to be any streams passing through the site.</p> <p>Whilst development may pose a risk of pollution to neighbouring wildlife sites. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features.</p> <p><i>See provisions of Policy CL1..</i></p>	

	HSS6 - Land at Lytham, St.Annes Way	0	NA	NA	The site currently suffers from poor surface water drainage which would need to be resolved. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1. See provisions of Policy GD7.</i>	
<b>14. Limit and adapt to the impacts of climate change</b>	HSS4 - Coastal Dunes, Clifton Drive North	-	S, M, L-T, I, R, M	Site and South Blackpool, north St.Annes areas.	New development will always create a greater demand for energy and car travel so adverse effects are unavoidable. <i>See provisions of Policy GD7.</i>	Cumulatively, the larger sites at Whyndyke and Cropper Road are likely to increase emissions as a result of building and transport. The mixed-use nature of the sites may help to mitigate this.
	Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency	+/-	S, M, L-T, I, R, M	Site and Blackpool periphery	This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. It is a smaller scale site and impacts could be reduced through mitigation measures <i>See provisions of Policies CL2-4.</i>	
	Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	+/-	S, M, L-T, I, R, M	Site and Blackpool periphery	This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. It is a smaller scale site and impacts could be reduced through mitigation measures. <i>See provisions of Policies CL2-4.</i>	
	ES7 – Whitehills Business Park, Whitehills	+/-	S, M, L-T, I, R, M	Site and Blackpool periphery	These sites are best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. . They are small scale sites and impacts could be reduced through mitigation measures.  <i>See provisions of Policies CL2-4.</i>	

MUS 2 - Whyndyke Farm	+/-	L-T, I, R, M	Site and Blackpool periphery.	<p>This new development adjacent to the motorway junction and somewhat disconnected to Blackpool is likely to generate traffic emissions together with emissions' from buildings. New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially given the relatively large scale of development proposed. Impacts are reduced due to the co-location of homes and jobs, the critical mass to develop its own amenities and potential improvements to the sustainable transport network in the area.</p> <p><i>See provisions of Policy GD7 and Policies CL2-4.</i></p>
MUS1 - Cropper Road East, Whitehills	+/-	L-T, I, R, M	Site and Blackpool periphery.	<p>This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions. Impacts are reduced due to the co-location of homes and jobs, the critical mass to develop its own amenities and potential improvements to the sustainable transport network in the area.</p> <p><i>See provisions of PolicyGD7 and Policies CL2-4.</i></p>
HSS5 – Cropper Road West, Whitehills	+/-	S, M, L-T, I, R, M		<p>This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions.</p> <p><i>See provisions of Policies CL2-4.</i></p>
ES5 - Blackpool Airport, Squires Gate	+/-	S, M, L-T, I, R, M	Site and South Blackpool, north St.Annes areas.	<p>New development will always create a greater demand for energy and car travel, especially as the site is well located for access to the M55 via Squires Gate Lane. Adverse effects are hence unavoidable. However, impacts are reduced due to the site's locations within walking distance to public transport modes and the commitments of Policies CL2-4.</p> <p><i>See provisions of Policy GD7.</i></p>
HSS6 - Land at Lytham, St.Annes Way	-	L-T, I, R, M	Site and Blackpool periphery.	<p>This site is best viewed in conjunction with Whyndyke Farm in terms of the overall cumulative creation of building and vehicle emissions.</p> <p><i>See provisions of Policy GD7 and Policies CL2-4.</i></p>

<b>15. Protect and improve air quality</b> Protect and improve local air quality	HSS4 - Coastal Dunes, Clifton Drive North	0	NA	NA	Air quality is not a concern in this relatively open, breezy coastal area. Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	There are no AQMAs in the vicinity of the sites and individually the traffic generated by the sites is unlikely to cause a significant deterioration in air quality (apart from potentially Whyndyke Fm). However, there is a greater cumulative possibility of adverse effects occurring around the M55 junction 4. An assessment of cumulative air quality impacts is recommended for this development.
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	ES6 – ITSA, Brunel Way, Whitehills	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	ES7 – Whitehills Business Park, Whitehills	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	MUS 2 - Whyndyke Farm	-	L-T, I, R, L	Local roads and M55 junction 4	The site's scale and location adjacent to the M55 junction 4 has potential to increase traffic and emissions on local roads in this area. Air quality is not generally an issue in this area but the scale of the development may require more detailed assessment at the project stage. However, it is noted that the site currently has planning permission.	
	MUS1 - Cropper Road East, Whitehills, Whitehills	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	

	HSS5 – Cropper Road West, Whitehills	0	NA	NA	Despite the opportunity for sustainable travel modes to be improved, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	ES5 - Blackpool Airport, Squires Gate	0	NA	NA	Air quality is not a concern in this relatively open, breezy coastal area. Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality.	
	HSS6 - Land at Lytham, St. Annes Way	0	NA	NA	The site would generate road traffic which would create emissions. However, the scale of the development is relatively small and unlikely to result in a notable decrease in air quality.	
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of	HSS4 - Coastal Dunes, Clifton Drive North	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. However, this is a sustainable use of a previously developed site. <i>See provisions of Policy CL4 regarding sustainable design.</i>	Five of the sites use greenfield agricultural land (grades 2-3) which would result in a cumulative loss, although the sites south of Blackpool would re-use previously developed sites. All development would result in natural resources being used and waste being produced. Appropriate
	ES4 – Blackpool and Fylde Industrial Estate, Whitehills	-	S, M, L-T, I, IR, M	Within site.	All new greenfield development will unavoidably produce waste, use raw materials and harm soil quality. <i>See provisions of Policy CL4 regarding sustainable design.</i>	
	ES6 – ITSA, Brunel Way, Whitehills	-	S, M, L-T, I, IR, M	Within site.	All new greenfield development will unavoidably produce waste, use raw materials and harm soil quality. <i>See provisions of Policy CL4 regarding sustainable design.</i>	
	ES7 – Whitehills Business Park, Whitehills	-	S, M, L-T, I, IR, M	Within site.	All new greenfield development will unavoidably produce waste, use raw materials and harm soil quality. <i>See provisions of Policy CL4 regarding sustainable design.</i>	

brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled	MUS 2 - Whyndyke Farm	-	S, M, L-T, I, IR, M	Within site.	Both sites are on greenfield land (MUS1 partially developed). The Whyndyke Farm site also includes a Peat Safeguarding Area which may act as a carbon sink.  <i>Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits at Whyndyke Farm. See provisions of Policy CL4.</i>	surveys and corresponding actions should avoid a cumulative impact on the peat resource.
	MUS1 - Cropper Road East, Whitehills, Whitehills	-	S, M, L-T, I, IR, M	Within site.		
	HSS5 – Cropper Road West, Whitehills	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. There will also be further waste created through the demolition of the existing use. However, this is a sustainable use of a previously developed site.  <i>See provisions of Policy CL4 regarding sustainable design.</i>	
	ES5 - Blackpool Airport, Squires Gate	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. There will also be further waste created through the demolition of the existing hangers and car park surfacing. However, this is a sustainable use of a previously developed site.  <i>See provisions of Policy CL4 regarding sustainable design.</i>	
	HSS6 - Land at Lytham, St.Annes Way	+/-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. There will also be further waste created through the demolition of the existing use. However, this is a sustainable use of a previously developed site.  <i>See provisions of Policy CL4 regarding sustainable design.</i>	

**Table G.4**

**SL3 Warton Strategic Location for Development**

<b><u>Site</u></b>	<b><u>Homes to be completed during Plan period</u></b>	<b><u>Employment over Plan period</u></b>	<b><u>Projected commencement date</u></b>
<b><u>HSS7 – Highgate Park, Lytham Road, Warton</u></b>	<b><u>254</u></b>	<b><u>0.0 Ha</u></b>	<b><u>Commenced 2014</u></b>
<b><u>Total</u></b>	<b><u>254 homes</u></b>	<b><u>0.0 Ha</u></b>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design</p>	HSS7 – Highgate Park, Lytham Road, Warton	0	NA	Local to site	<p>Crime levels are not considered to be a significant issue in Warton. Whilst 254 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures.</p> <p><i>Apply Secured by Design principles in new development (refer to Policy GD7).</i></p>	Providing sensitive design measures are implemented it is not considered that there would be significant cumulative effects.
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and increase levels of participation and attainment in education for all members of society. Improve the provision of education and training facilities Improve access to and involvement in lifelong learning opportunities.</p>	HSS7 – Highgate Park, Lytham Road, Warton	-	S-T, M-T, L-T, I, R, M	Warton and surrounding area	<p>Whilst there is sufficient primary school capacity in the short term, there is a need for more primary school provision in the long term in Warton. The site of 254 dwellings that commenced in 2014 will put pressure on educational resources and may impose the need for a new secondary school in the long term.</p> <p><i>New school capacity should be provided in the long-term for the sites, where they will have an influence on demand for educational facilities. This is a requirement under Policy M1.</i></p>	Cumulatively the development of 254 houses would put pressure on school places in the long-term and new provision should be provided. However, it is recognised that the planned development of these sites is phased and therefore, there should be opportunity to provide this school as part of the west of Warton

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
						development. Such provision of should be provided as part of an integrated masterplan for this site.
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	HSS7 – Highgate Park, Lytham Road, Warton	+/-	L-T, I, R, L	<p>Within new development.</p>	<p>Levels of health deprivation are not considered to be a significant issue in Warton. Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term.</p> <p>The development of the site should seek to retain recreational areas to benefit the community.</p> <p><i>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.</i></p>	All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling. Whilst there would be loss of greenfield land there is scope to incorporate areas of open space into the new sites through effective masterplanning.
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p>	HSS7 – Highgate Park, Lytham, Warton	+	S-T, I, R, H	Within Warton area	The creation of 254 new, good quality, well designed dwellings on a previously developed site including affordable units will contribute to meeting housing needs started in 2014.	The creation of 254 new homes in line with housing needs would strongly contribute to meeting the overall provision.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Ensure that housing meets acceptable standards Increase the availability of affordable housing						
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	HSS7 – Highgate Park, Lytham Road, Warton	+/-	S-T, I, R, M	Site and adjacent areas	New development has potential to cause tension with existing communities although the development of this current derelict site is likely to be welcomed by the local community <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy GD7.</i>	Whilst new residential developments can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs Ensure that highways infrastructure meets people's needs (including walking and cycling routes) Promote the use of sustainable travel	HSS7 – Highgate Park, Lytham Road, Warton	+/-	S, M, L-T, D, R, M	Site and adjoining areas of Warton	The site is accessible to the A584 although there is no access to rail links. There is a lack of community facilities in Warton. This could potentially be improved in the long-term through the provision of new development and the elevation of Warton to a Key Service Centre. Effects are assessed as positive and negative as there is a need to improve accessibility to facilities and in the short-term new development could put pressure on the limited resources in Warton. However, the creation of new housing sites in Warton would also ensure the position of housing in close proximity to a large number of employment opportunities in Warton (BAe Systems and Land Registry).	This Warton site is less accessible than others in the Borough and does not benefit from the same level of public transport provision, as well as there being existing congestion issues. Some local amenity provision is recommended on the larger sites.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>					<p>There are also congestion issues in Warton, although in the long-term it is expected that they would be alleviated through the Preston Western Distributor.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space. Ensure that community facilities are brought forward to support the new residential developments.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	HSS7 – Highgate Park, Lytham Road, Warton	0	NA	NA	Whilst new houses have potential to provide employees for jobs in the Borough and particularly in Warton which is a significant employment base, the allocation would itself not provide notable employment beyond the construction phase.	In the long-term there could be employment opportunities created through the creation of new facilities and services as a result of Warton being local Service Centre.
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment</p>	HSS7 – Highgate Park, Lytham Road, Warton	0	NA	NA	It is considered unlikely that these developments would contribute to the achievement of this objective. However, the new housing sites will be in close proximity to a large number of existing employment providers in Warton, although it is not known if those most at need would benefit from the employment opportunities.	No cumulative effects are predicted.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
opportunities for those most at need						
<p><b>9. Deliver urban renaissance</b></p> <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>	HSS7 – Highgate Park, Lytham Road, Warton	+	L-T, I, R, M	Within Warton area	<p>The site is adjacent to Warton and would benefit from proximity to existing employment opportunities. However, in the long-term the development of this and other sites in Warton is likely to contribute to urban renaissance by supporting the development of new facilities and enabling Warton to evolve as a Key Service Centre.</p> <p><i>High quality design should be included. See provisions of Policies ENV1- 6.</i></p>	<p>The development of the site would support the development of Warton as a Key Service Centre and improve the quality of facilities for local residents.</p>

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	HSS7 – Highgate Park, Lytham Road, Warton	0	S, M, L-T, I, R, M	Within site	<p>This site would regenerate a brownfield site. It is noted that there is potentially a range of ecological constraints at the site. However, it is noted that construction on the site has started.</p> <p><i>The site design should be informed by appropriate ecological surveys to ensure appropriate mitigation measures are implemented. See provisions of Policies ENV1- 6.</i></p>	The development of a derelict brownfield site should have a limited effect on biodiversity. However, significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6.
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <p>Protect and enhance character and quality</p> <p>Minimise noise pollution</p>	HSS7 – Highgate Park, Lytham Road, Warton	+	L-T, I, R, M	On site and adjacent areas.	<p>The development of the site would regenerate a brownfield site which is likely to have benefits for adjacent land uses and the local townscape.</p> <p><i>See provisions of Policy GD4 and GD7.</i></p>	Use of brownfield land for this site protects the landscape and the character could be enhanced further by appropriate design, landscaping and density.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Minimise light pollution Promote sensitive design in development						
<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 Protect and enhance historic landscape value and its setting Protect and enhance undesignated heritage assets and their setting Protect and enhance townscape character and quality	HSS7 – Highgate Park, Lytham Road, Warton	?	L	NA	At this stage, there are no known heritage features on the sites. However, there is the potential for unknown archaeological features to be present at the sites. <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development. See provisions of Policy GD7.</i>	Cumulative effects on heritage are uncertain at present although further research may reveal archaeology in one or more of the sites.
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b> Encourage sustainable use of water resources	HSS7 – Highgate Park, Lytham Road, Warton	0	NA	On site and adjacent areas.	The sites do not lie within a flood risk area. Therefore, it should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. New development will place increasing pressure on wastewater infrastructure and it is recognised that this requires upgrade in the Warton area in order to deliver the sites.	Some development is in flood zones which would need to be avoided. Run-off rates would increase as a result of development of impermeable

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures					<p><i>See provisions of Policy CL 1.</i></p> <p><i>The Council needs to ensure that such upgrades are completed and that the development of sites in the Warton area is suitable phased to ensure that any potential adverse impacts are mitigated.</i></p>	<p>surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no loss in these features.</p> <p>There would also be increased pressure on wastewater infrastructure as a result of the development of these sites and others in the Borough.</p>

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	HSS7 – Highgate Park, Lytham Road, Warton	+/-	S, M, L-T, I, R, M	Site, Warton and surrounding road network.	<p>New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially as there is ready road access via the A584 and this site is less accessible than others in the Borough. However, in the long-term the development in this part of the Borough could support the provision of additional facilities and services in Warton which could lead to more sustainable patterns of living.</p> <p><i>Energy efficiency measures should also be incorporated into the new developments.</i></p> <p><i>Refer also to provisions of Policy GD7.</i></p>	Carbon emissions will increase, although in the long-term there may be scope for more sustainable patterns of living to develop if facilities develop to support the new residential development.
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	HSS7 – Highgate Park, Lytham Road, Warton	0	NA	NA	<p>Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality although it is acknowledged that there are existing congestion issues in this part of the Borough but they should be improved through the implementation of the Preston Western Distributor and new junction 2 of M55 motorway. There is also scope in this part of the Borough to improve public transport connections.</p>	Individually the traffic generated by the site is unlikely to cause a significant deterioration in air quality. However, there is a greater cumulative possibility of adverse effects occurring in view of the more restricted public transport links in this part of the Borough.

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>HSS7 – Highgate Park, Lytham Road, Warton</p>	<p>-</p>	<p>S, M, L-T, I, IR, M</p>	<p>Within site.</p>	<p>As a brownfield site, there would no loss of soil resources and it would reduce the amount of derelict and vacant land in the Borough. All new development will unavoidably produce waste and use raw materials.</p>	<p>As a brownfield site, there would be no loss of greenfield agricultural land. All development would result in natural resources being used and waste being produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the minerals resource.</p>

**Table G.5****SL4: Kirkham and Wesham Strategic Location for Development**

<b><u>Site</u></b>	<b><u>Homes to be completed during Plan period</u></b>	<b><u>Employment over Plan period</u></b>	<b><u>Projected commencement date</u></b>
<b><u>HSS8</u></b> – The Pastures, Fleetwood Road, Wesham	<u>262</u>	<u>0.0 Ha</u>	<u>Commenced 2014</u>
<b><u>HSS9</u></b> – Land North of Blackpool Road, Kirkham	<u>588</u>	<u>0.0 Ha</u>	<u>2015</u>
<b><u>HSS10</u></b> – Willowfields, Derby Road, Wesham	<u>124</u>	<u>0.0 Ha</u>	<u>Commenced 2008</u>
<b><u>MUS3</u></b> – Mill Farm Sports Village, Fleetwood Road, Wesham	<u>0</u>	<u>1.1 Ha</u>	<u>TBC</u>
<b><u>Total</u></b>	<b><u>974 homes</u></b>	<b><u>1.1 Ha</u></b>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	HSS8 – The Pastures, Fleetwood Road, Wesham	0	NA	Local to site	Crime levels are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Whilst 262 new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provisions of Policy GD7.</i>	Cumulatively, the employment and leisure uses have a higher potential to create opportunities for crime, although this is considered to be of low significance and should be able to be mitigated through design.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	-	S, M, L-T, I, R, L	Local to site	The proposed employment and leisure uses at the Fleetwood Road site have a higher potential to attract minor crime. <i>This could be mitigated by requiring appropriate Secured by Design features to be incorporated.</i>	
	HSS9 – Land North of Blackpool Rd, Kirkham	-	NA	Local to site	Crime levels are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). This large site of 588 new dwellings may provide opportunities for crime. This would need to be mitigated through careful design measures.	
	HSS10 – Willowfields, Derby Road, Wesham (nearly complete)	0	NA	Local to site	Crime levels are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Whilst the 124new dwellings may provide opportunities for crime, this is not considered to be significant and could be mitigated through careful design measures. <i>See provision of Policy GD7.</i>	
<b>2. Improve levels of educational attainment</b>	HSS8 – The Pastures, Fleetwood Road, Wesham	-	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area	In the short term there is sufficient local primary and secondary school capacity although pressure would be created in the long-term unless new facilities can be provided. <i>New school capacity should be provided in the long-term. This is a requirement under Policy M1.</i>	Cumulatively the development of 974 houses would put pressure on school places in the long-

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>and encourage lifelong learning</b> Maintain and increase levels of participation and attainment in education for all members of society. Improve the provision of education and training facilities Improve access to and involvement in lifelong learning opportunities.	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	0	NA	NA	The employment site is unlikely to have a significant effect on educational attainment unless training schemes are provided.	term and new provision should be provided.
	HSS9 – Land North of Blackpool Rd, Kirkham	-	L-T, I, R, M	Kirkham and surrounding area	xxx This site provides for 588 dwellings, which could create pressure on the need for education facilities. However, policy M1 requires that this provision is considered as part of the masterplanning of strategic sites.	
	HSS10 – Willowfields, Derby Road, Wesham	-	S-T, I, R, M L-T, I, R, M	Wesham and surrounding area	In the short term there is sufficient local primary and secondary school capacity although pressure would be created in the long-term unless new facilities can be provided.  <i>New school capacity should be provided in the long-term. This is a requirement under Policy M1.</i>	
<b>3.Improve physical and mental health for all and</b>	HSS8 – The Pastures, Fleetwood Road, Wesham	+	L-T, I, R, L	Within new development.	Levels of health deprivation are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i>	All the developments are proposed in areas that could promote the use of public transport and/or walking/cycling. Similarly, there are opportunities to compensate for the loss of greenfield land by including accessible green spaces within the
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	+	L-T, I, R, L	Within new development.	As a sports village, there will some degree of physical activity which should encourage the uptake of healthier lifestyle and have a positive impacts on health.	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>reduce health inequalities</b> Reduce health inequalities amongst different groups in the community  To improve access to health and social care services  Encourage the development of strong and cohesive communities	HSS9 – Land North of Blackpool Rd, Kirkham	+	L-T, I, R, L	Within new development.	Levels of health deprivation are not considered to be a significant issue in Wesham and Kirkham (although levels are higher than some other areas of Fylde). Proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the long-term.	developments, notably, the larger scale Blackpool Road site.
	HSS10 – Willowfields, Derby Road, Wesham	+	S-T, I, R, L	Within new development.	As the development is nearly complete, proposals to encourage improved pedestrian and cycle routes could encourage the uptake of healthier lifestyles in the short-term.  <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i>	
<b>4. Ensure that housing provision meets all needs</b>  Ensure that there is sufficient housing to meet identified needs in all areas  Ensure that housing meets acceptable standards  Increase the availability of affordable housing	HSS8 – The Pastures, Fleetwood Road, Wesham	+	S-T, I, R, H	Within Wesham/ Kirkham area	The creation of 262 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2014.	The creation of 974 new homes in line with housing needs would strongly contribute to meeting the overall provision.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	0	NA	NA	The development would not provide any housing.	
	HSS9 – Land North of Blackpool Rd, Kirkham	+	L-T, I, R, H	Within Wesham/ Kirkham area	The creation of 588 new, good quality, well designed dwellings including affordable units will contribute to meeting housing needs starting in 2015.	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	HSS10 – Willowfields, Derby Road, Wesham	+	S, M,L-T, I, R, H	Within Wesham/ Kirkham area	The creation of 124 new, good quality, well designed dwellings including affordable units will contribute to meeting housing need which commenced in 2008.	
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	HSS8 – The Pastures, Fleetwood Road, Wesham	?	NA	Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing. See provisions of Policy GD7.</i>	Whilst new residential developments can sometimes cause tension with existing communities, especially on this scale, good design and community involvement can lead to overall benefits in the long-term.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	+	M-T, I, R, L	Within Wesham/ Kirkham area	The leisure proposals at Fleetwood Road may give rise to opportunities for local community entertainment and interaction.	
	HSS9 – Land North of Blackpool Rd, Kirkham	?	NA	Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i>	
	HSS10 – Willowfields, Derby Road, Wesham	?		Site and adjacent areas	New development has potential to cause tension with existing communities. However, this can be mitigated through good design. <i>The development should be designed to encourage cohesion within the development and with neighbouring, existing housing.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	HSS8 – The Pastures, Fleetwood Road, Wesham	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham	<p>The site is located near to the A585 and local road network to amenities in Wesham and Kirkham centres. The centre and railway station are within walking/cycling distance. Pedestrian and cycling improvements are encouraged together with toucan crossings of the A585. 262 dwellings are not anticipated to put undue pressure on the road network.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	<p>All the sites are located in areas accessible to goods and services in Kirkham/Wesham and/or near to public or sustainable transport modes. The mixed use nature of Blackpool Road and the adjacency of Fleetwood Road and Mowbreck Lane would add to this.</p>
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham	<p>The employment and leisure proposals at Fleetwood Road are within easy reach of the residential population in Wesham and the proposals at Mowbreck Lane providing opportunities for walking, cycling or bus travel.</p>	
	HSS9 – Land North of Blackpool Rd, Kirkham	+	L-T, D, R, M	Site and adjoining areas of Kirkham	<p>The site would provide additional population within easy access of amenities in Kirkham centre via sustainable means. This could lead to benefits against this objective.</p>	<p>Some local amenity provision is recommended on the larger sites.</p>
	HSS10 – Willowfields, Derby Road, Wesham	+	S, M, L-T, D, R, M	Site and adjoining areas of Wesham/ Kirkham	<p>The site is located near to the local road network and public transport services link to amenities in Wesham and Kirkham centres. Pedestrian and cycling improvements are encouraged.</p> <p><i>Pedestrian and cycling routes are encouraged to link into the wider network including to areas of public open space.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>7. Encourage sustainable economic growth and business development</b>  Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	HSS8 – The Pastures, Fleetwood Road, Wesham	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Wesham and the new employment site adjacent at Fleetwood Road, the allocation would itself not provide notable employment beyond the construction phase.	The 1.1ha of employment land proposed in an accessible location, including near to residential areas should help to increase and diversify the economy in this area.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	++	S, M, L-T, D, R, M	Within Wesham/ Kirkham area.	The employment and leisure development at Fleetwood Road would provide jobs, new businesses and encourage economic growth in an area accessible to residential areas.	
	HSS9 – Land North of Blackpool Rd, Kirkham	++	L-T, D, R, M	Within Kirkham area.	Whilst new houses have potential to provide employees for jobs and the new employment site adjacent at Fleetwood Road, the allocation would itself not provide notable employment beyond the construction phase.	
	HSS10 – Willowfields, Derby Road, Wesham	0	NA	NA	Whilst new houses have potential to provide employees for jobs in Wesham the allocation would itself not provide notable employment beyond the construction phase.	
	HSS8 – The Pastures, Fleetwood Road, Wesham	+	M, L-T, I, R, L	Within Wesham area.	Levels of economic deprivation are not considered to be a significant issue in Wesham (although levels are higher than some other areas of Fylde). Nonetheless the accessibility of the site to jobs in Wesham and the proposed Fleetwood Rd site may benefit inclusion.	The employment land is located in easy reach of existing and proposed residential areas and hence has

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>8. Promote economic inclusion</b>  Reduce levels of unemployment in areas most at need  Improve accessibility to employment opportunities for those most at need	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	++	S, M, L-T, D, R, M	Within Wesham/ Kirkham area	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.	greater potential to enable access by less economically mobile people.
	HSS9 – Land North of Blackpool Rd, Kirkham	+	L-T, D, R, M	Within Wesham/ Kirkham area	Whilst levels of employment deprivation are not considered to be a significant issue in Kirkham levels are higher than some other areas of Fylde.	
	HSS10 – Willowfields, Derby Road, Wesham	+	M, L-T, I, R, L	Within Wesham area.	Levels of economic deprivation are not considered to be a significant issue in Wesham (although levels are higher than some other areas of Fylde). Nonetheless the accessibility of the sites to jobs in Wesham may benefit inclusion.  There is poorer public transport access to the East of Wesham Site.	
	HSS8 – The Pastures, Fleetwood Road, Wesham	+	S, M-T, I, R, M	Within Wesham area	The site would provide additional population within easy access of amenities in Wesham centre via sustainable means. Together with the new employment site proposed at Fleetwood Road this would provide adjacency to employment.  <i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i>	None of the sites are located in the town centre although may be easily accessible from it. Whilst proximity between homes and jobs is proposed, all the sites

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>9. Deliver urban renaissance</b></p> <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>	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	+/-	L-T, I, R, L	Within Wesham area	<p>Whilst the employment and leisure site would promote adjacency of homes, employment and recreation, it would also use a greenfield site and impact upon the local landscape. It would also be out-of-town so may not benefit town centre vitality.</p> <p><i>Employment and leisure uses should seek to complement town centre activities rather than compete. High quality design and retention of greenspace should be included. See provisions of Policies ENV1- 6.</i></p>	are greenfield and may result in minor effects on the environment. A clear focus on good design and masterplanning should be promoted.
	HSS9 – Land North of Blackpool Rd, Kirkham	+/-	L-T, I, R, L	Within Kirkham area	<p>The site would provide additional population within easy access of amenities in Kirkham centre via sustainable means. Together with the new employment site proposed at Fleetwood Road this would provide relative close proximity to employment.</p> <p><i>A high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>	
	HSS10 – Willowfields, Derby Road, Wesham	+	S, M-T, I, R, M	Within Wesham area	<p>The site would provide additional population within easy access of amenities in Wesham and Kirkham centres via sustainable means. <i>However, a high degree of design quality would be needed to mitigate the impact of the loss of greenfield and maximise the potential image of the site, for example through incorporation of greenspace etc. See provisions of Policies ENV1- 6.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	HSS8 – The Pastures, Fleetwood Road, Wesham	-	S, M, L-T, I, R, M	Within site and adjacent BHS.	<p>The site would take up an area of greenfield land incorporating a field pond and adjacent to a BHS. This is likely to have impacts on the biodiversity of the site including, for example use by farmland birds or newts.</p> <p><i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i></p>	<p>The development of the three greenfield sites would have a cumulative effect on biodiversity.</p> <p>Significant effort should be made to minimise this impact through mitigation and compensation measures and through adherence to Policies ENV1-6.</p>
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	-	S, M, L-T, I, R, M	Within site and adjacent brook/ woodland.	<p>The site would take up an area of agricultural land adjacent to 4.5ha of woodland and Bradbirk Brook. The development is likely to have impacts on the biodiversity of the site including, for example use by farmland birds and possibly the brook.</p> <p><i>Greenspace should be provided to compensate for some losses together with measures to protect the brook and woodland. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i></p>	
	HSS9 – Land North of Blackpool Rd, Kirkham	-	L-T, I, R, M	Within site.	<p>This is a large greenfield site containing a number of potentially ecologically valuable features such as ponds, brooks, trees, woodland and hedgerows. Whilst not designated sites, redevelopment would impact upon these features. <i>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. Appropriate ecological surveys should be undertaken prior to consent. See provisions of Policies ENV1- 6.</i></p>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	HSS10 – Willowfields, Derby Road, Wesham	0	NA	Within site.	There may be some ecological potential on this brownfield site but following appropriate survey and mitigation it should be possible to avoid any significant adverse effects. It is noted that this site is almost complete, hence this work will already have been undertaken.	
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b>  Protect and enhance character and quality Minimise noise pollution Minimise light pollution Promote sensitive design in development	HSS8 – The Pastures, Fleetwood Road, Wesham	-	S, M, L-T, D, IR, M	On site and adjacent areas.	The developments would remove areas of greenfield agricultural land, create a new urban edge and would impact on views from neighbouring properties in this relatively flat, open landscape. A number of landscape features such as trees, hedges and water features may also be impacted.	Cumulatively, these developments would affect the local landscape and urban edge around Kirkham and Wesham through the uptake of greenfield land. This could be reduced by appropriate design, landscaping and density.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	-	S, M, L-T, D, IR, M	On site and adjacent areas.	<i>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. The Blackpool Road 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. See provisions of Policies GD4 and GD7.</i>	
	HSS9 – Land North of Blackpool Rd, Kirkham	-	L-T, D, IR, M	On site and adjacent areas.		
	HSS10 – Willowfields, Derby Road, Wesham	-	S, M, L-T, D, IR, M	On site and adjacent areas.	The site is on brownfield land therefore the landscape and townscape of this area of Wesham will be protected.  <i>Design measures should seek to minimise the impact on neighbouring properties. A low density would help to reduce the urban edge effects.</i>	
<b>12. Conserve and enhance the historic</b>	HSS8 – The Pastures,	0	L	NA		Cumulative effects on heritage are uncertain

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>environment, heritage assets and their setting</b> Protect and enhance historic buildings and archaeological sites and their setting Protect and enhance historic landscape value and its setting Protect and enhance undesignated heritage assets and their setting Protect and enhance townscape character and quality	Fleetwood Road, Wesham				At this stage, there are no known heritage features on the sites although historic artefacts have been found in the urban areas of Wesham and Kirkham in the past.  <i>To confirm this, and the presence or otherwise of sub-surface archaeology, more detailed archaeological studies are recommended prior to development.</i>	at present although further research may reveal archaeology in one or more of the sites.
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	?	L	NA		
	HSS9 – Land North of Blackpool Rd, Kirkham	0	L	NA		
	HSS10 – Willowfields, Derby Road, Wesham	0	L	NA		
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>	HSS8 – The Pastures, Fleetwood Road, Wesham	0	NA	NA	The sites do not lie within a flood risk area. A pond and some drains are present on or adjacent to the site. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS	Some development is proposed near to flood zones which would need to be avoided. Run-off

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p> <p>Maintain and improve the quality of groundwater</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures</p>	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	0	NA	NA	<p>features. <i>See provisions of Policy CL1. See provision of Policy GD7.</i></p> <p><i>Specific provisions should be made for the protection of the water and biological quality of Bradkirk Brook.</i></p>	<p>rates would increase as a result of development of impermeable surfaces so consideration should also be given to flood storage and SuDS. Measures should be put in place to avoid pollution to ground and surface watercourses and to maintain water features such as ponds to ensure no loss in these features.</p>
	HSS9 – Land North of Blackpool Rd, Kirkham	0	NA	NA	<p>The site does not lie within a flood risk area. It should be possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDS features. <i>See provisions of Policy CL1.</i></p> <p><i>Specific provisions should be made for the protection of the water and biological quality of Bradkirk Brook.</i></p>	
	HSS10 – Willowfields, Derby Road, Wesham	-	L-T, D, R, M	On site and adjacent areas.	<p>Part of the site includes Flood Zone 2. Development would need to avoid these areas and comply with NPPF and EA guidance. Ponds are also present. It is noted that this site is almost complete, therefore it should have been possible to mitigate impacts on surface and groundwater through considerate design and construction, including e.g. SuDs features.</p>	
	HSS8 – The Pastures, Fleetwood Road, Wesham	+/-	S, M, L-T, I, R, M	Site, Wesham and surrounding road network.	<p>New development will always create a greater demand for energy and car travel so adverse effects are unavoidable, especially as there is ready road access via the A585 to the M55. However, impacts are reduced due to the sites' locations within walking distance to amenities and the commitments of</p>	<p>Cumulatively, despite the relative adjacency of development to Wesham and Kirkham centres and</p>

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	+/-	S, M, L-T, I, R, M	Site, Wesham and surrounding road network.	Policies CL2-4. The employment and leisure proposals for Fleetwood Road are also adjacent to residential areas although the site may also attract traffic from other parts of the Borough via the M55. <i>See provisions of Policy GD7. A travel plan would also be beneficial for the Fleetwood Road site.</i>	sustainable travel, carbon emissions will increase, albeit that the proposed locations appear to minimise this growth compared to other options.
	HSS9 – Land North of Blackpool Rd, Kirkham	+/-	L-T, I, R, M	Site, Kirkham and surrounding road network.		
	HSS10 – Willowfields, Derby Road, Wesham	+/-	S, M, L-T, I, R, M	Site, Wesham/ Kirkham and surrounding road network.	New development will always create a greater demand for energy and car travel especially as there is ready road access to the sites. However, impacts are reduced due to the sites' locations near to Wesham/ Kirkham via public transport. <i>See provisions of Policies GD7 and CL2-4.</i>	
<b>15. Protect and improve air quality</b> Protect and improve local air quality	HSS8 – The Pastures, Fleetwood Road, Wesham	0	NA	NA	Despite the opportunity for sustainable travel, the sites would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality in an area which currently has no significant concerns.	There are no AQMAs in Kirkham or Wesham and individually the traffic generated by the sites is unlikely to cause a significant deterioration in air quality. However, there is a greater cumulative possibility
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	0	NA	NA		

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
	HSS9 – Land North of Blackpool Rd, Kirkham	0	NA	NA		of adverse effects occurring, particularly once the larger site at Blackpool Road has been developed in the long-term. An assessment of cumulative air quality impacts is recommended for this development.
	HSS10 – Willowfields, Derby Road, Wesham	0	NA	NA	Despite the opportunity for sustainable travel, the site would generate road traffic which would create emissions. However, the scale of each development is relatively small and unlikely to result in a notable decrease in air quality in an area which currently has no significant concerns.	
	HSS8 – The Pastures, Fleetwood Road, Wesham	-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials. All of the sites are on greenfield land. The Fleetwood Road, and Blackpool Road sites also use greenfield land which partly covers a minerals safeguarding area. The Blackpool Road site also includes a Peat Safeguarding Area which may act as a carbon sink.	Three of the sites use greenfield agricultural land (grades 2-3) which would result in a cumulative loss. Similarly, all development would result in natural resources being used and waste being
	MUS3, Mill Farm Sports Village, Fleetwood Rd, Wesham	-	S, M, L-T, I, IR, M	Within site.	<i>Prior site surveys are required to determine if minerals extraction is required before development and to assess the extent of peat deposits at Blackpool Road. See provisions of Policy CL4.</i>	

Objective	Site	Score	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>	Cumulative effects of sites in Location
<b>16. Ensure the sustainable use of natural resources</b> Reduce the demand for raw materials Promote the use of recycled and secondary materials in construction Reduce the amount of derelict and vacant land Ensure that contaminated land will be guarded against Encourage development of brownfield land where appropriate Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled	HSS9 – Land North of Blackpool Rd, Kirkham	-	L-T, I, IR, M	Within site.		produced. Appropriate surveys and corresponding actions should avoid a cumulative impact on the minerals and peat resource.
	HSS10 – Willowfields, Derby Road, Wesham	-	S, M, L-T, I, IR, M	Within site.	All new development will unavoidably produce waste and use raw materials.  <i>Prior site surveys are required to determine if minerals extraction is required before development. See provisions of Policy CL4.</i>	

**Table G.6**

**Ch 8 General Development Policies**

- Policy GD1: Settlement Boundaries
- Policy GD2: Green Belt (new)
- 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
- Policy GD8: Demonstrating Viability (new)

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>GD1: 0</p> <p>GD2: 0</p> <p>GD3: 0</p> <p>GD4: 0</p> <p>GD5: 0</p> <p>GD6: +</p> <p>GD7: ++</p> <p>GD8: 0</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham</p>	<p>Policies GD1, GD2, GD3, GD4, GD5 and GD8 are not likely to have an effect on crime, disorder or fear of crime.</p> <p>Policy GD6 promotes mixed use development, where local service uses are located alongside residential and other uses, which could include businesses and open space. Mixed uses can help promote natural surveillance. This has potential to reduce crime, disorder or fear of crime, leading to positive effects against this objective.</p> <p>Policy GD7 seeks to provide good design for new development taking into consideration siting and layout. The policy specifically refers to the need to create safe and secure environments, that minimise opportunity for crime and natural surveillance.</p> <p>The assessment of the preferred option recommended that secured by design principles be adopted. This has been implemented into the revised preferred option, although secured by design principles are not mentioned specifically. <i>This could be included within the final policy wording or supporting text.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Prison and Weeton Camp)	
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>	GD1: 0	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	<p>Policies GD1, GD2, GD3, GD4, GD5, GD7 and GD8 are not expected to affect levels of educational attainment or lifelong learning.</p> <p>Policy GD6 promotes mixed use development, where local services uses are located alongside residential and other uses. The policy specifically states that educational facilities may be represented amongst a mix of uses. Alongside employment opportunities, this could have positive benefits for levels of education, and skills.</p> <p><i>It is recommended that community facilities should be multifunctional – this could include areas for skills training programmes. Local businesses should be encouraged to provide training or apprenticeships to local people.</i></p>
	GD2: 0			
	GD3: 0			
	GD4: 0			
	GD5: 0			
	GD6: +			
	GD7: 0			
	GD8: 0			
	GD1: +	<b>S, M, L-T</b> <b>I</b> <b>R</b>	Covers settlements, greenbelt and areas of	Policy GD1 relates to settlement boundaries, where development will be focussed on previously developed land. Development proposals on greenfield sites within settlement boundaries will be assessed, among other policies, against policies on open and
	GD2: +			
	GD3: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	GD4: +	<b>M</b>	separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	<p>recreational space. Protection of open and recreational space could have an indirect positive effect on health.</p> <p>Policy GD3 states that the Areas of Separation will be a focus for Green Infrastructure. Protection of open and recreational space as part of the Green Infrastructure could have an indirect positive effect on the health of residents in Kirkham and Newton and Wrea Green and Kirkham. This is particularly relevant to Kirkham South, which is one of the Lower level Super Output Areas (LSOAs) in the bottom 30% for health deprivation and disability. Policy GD2, which relates to the Green Belt, could lead to similar benefits, particularly in the medium to longer term.</p> <p>Policy GD4 seeks to ensure that development in the countryside seeks to support the rural economy and rural communities. This could have indirect benefits for health locally.</p> <p>Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside providing the proposals would not harm the character, appearance or nature conservation value of open land outside of settlement boundaries, landscape setting, historic environment, Areas of Separation or Green Belt. Protecting the countryside and open areas, which may be used for informal physical activity, as well as providing benefits from tranquillity and improved air quality, could have positive effects upon human health.</p> <p>Policy GD6 promotes mixed use development, where local service uses are located alongside residential and other uses, which could include businesses and open space. Incorporating open space among the uses and integration of live/work units, which facilitate flexible working practices could have an indirect effect on health.</p> <p>Policy GD7 seeks to have new development meet a high standard of design which incorporates landscaping and siting which can be good for residents' well-being.</p> <p>Policy GD8 seeks to retain leisure uses, seeking that viability assessments seek to prove that the uses are no longer suitable, before redevelopment would be permitted. This could have indirect benefits for health in the longer term, where sites otherwise may have been redeveloped in the absence of the policy.</p>
	GD5: +			
	GD6: +			
	GD7: +			
	GD8: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<i>Developments should be encouraged to provide enhancements to open spaces to encourage people to use them. This could be included within policies for Green Infrastructure.</i>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	<p>GD1: <b>0</b></p> <p>GD2: <b>-</b></p> <p>GD3: <b>-</b></p> <p>GD4: <b>+/-</b></p> <p>GD5: <b>?</b></p> <p>GD6: <b>+</b></p> <p>GD7: <b>+</b></p> <p>GD8: <b>+</b></p>	<p><b>S, M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 is not expected to affect housing provision.</p> <p>Policies GD2 and GD3 relate to the Green Belt and the Areas of Separation. These policies are not likely to contribute to housing provision and may indirectly limit provision of housing within these areas.</p> <p>Policy GD4 seeks to limit development in the countryside, which could impede the provision of housing for a wide range of people, including specifically rural needs. However, minor extensions to existing housing and the provision of housing to support rural businesses (see policy H6) may lead to benefits for some members of the community in these areas.</p> <p>Policy GD5 cites that mixed use development is promoted on the large developed sites outside of the settlement boundaries, as specified in the policy wording. This could have benefits for housing provision, although the potential mix of uses on these sites is currently unknown.</p> <p>Policy GD6 promotes mixed use development, which includes residential uses. This Policy has potential to directly contribute to housing provision. There is a need for more affordable family housing, particularly in Lytham and St. Annes and this Policy has potential to contribute to this.</p> <p>Policy GD7 supports the Objective as it seeks to have new development meet a high standard of design incorporating factors such as siting and layout. Development should be in accordance with the provision of the Equalities Act, and comply with National Technical Standards including national space standards. This should ensure that housing meets acceptable standards in accordance with the SA Objective.</p> <p>Policy GD8 seeks that viability assessments for redevelopments are undertaken, and seeks to prioritise the provision of affordable housing where agricultural/horticultural workers homes may be redeveloped, over the provision of market housing. This could lead to benefits against this objective.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	GD1: +	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policies GD1, GD2, GD3, GD4 and GD5 are not expected to affect community spirit and cohesion directly. Indirect benefits from focussing development within existing settlements and preserving land between settlements (policies GD1, GD2 and GD3) may include medium to long term benefits for community cohesion through reducing sprawl, and encouraging community interaction through proximity. A further benefit may be achieved through the availability of open space between settlements, providing opportunities for interaction through recreation. Opportunities to improve public access and appropriate recreational uses will be supported through policy GD3.</p> <p>Policy GD4 seeks to enable limited development in the countryside, which could help to preserve ways of life and the viability of economic uses in these areas.</p> <p>Policy GD5 seeks to ensure that opportunities for pedestrian and cycle links to large developed sites outside of settlement boundaries are maximised, which may lead to some indirect benefits against this objective.</p> <p>Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to indirectly contribute to community cohesion and social groups by providing places where people can interact.</p> <p>Policy GD7 seeks to promote a positive contribution to local character as well as creating safe and secure environments for local communities. This could have a positive effect on creating a sense of place and encouraging community interaction, as reducing fear of crime and natural surveillance through design could have a cumulative effect on encouraging more people to walk within the local area.</p> <p>Policy GD8 may lead to some indirect benefits for community cohesion, as it seeks to ensure that viable uses which maintain the vitality of town, district or local centres are retained or prioritised over market housing where possible.</p>
	GD2: +			
	GD3: +			
	GD4: +			
	GD5: +			
	GD6: +			
	GD7: +			
	GD8: +			
<p><b>6. Improve sustainable access to basic goods</b></p>	GD1: +	<p><b>S, M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p>	<p>Covers settlements, greenbelt and areas of</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Locating developments within settlements could provide easy access to the settlement centre and other local services by foot or by cycling. The principles of GD2 and GD3 could have a similar effect. Policy GD3 specifically states that opportunities to improve</p>
	GD2: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>GD3: +</p> <p>GD4: 0</p> <p>GD5: +</p> <p>GD6: ++</p> <p>GD7: +/-</p> <p>GD8: +</p>	<p><b>M</b></p>	<p>separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>public access through green infrastructure will be supported. This could lead to benefits against this objective.</p> <p>Policy GD 4 is not likely to contribute to sustainable access directly.</p> <p>Policy GD5 relates to the complete or partial redevelopment of large developed sites outside of settlement boundaries, which may provide environmental improvements and local employment. The policy specifically includes criteria that the complete or partial redevelopment of these sites should maximise opportunities to improve public transport connections and pedestrian and cycle links. This could lead to positive effects against this policy, considering that the sites outside settlement boundaries are already developed and may not currently be accessible by sustainable modes of transport. This was a recommendation from the previous iteration of the SA (preferred option), which has been implemented into this policy.</p> <p>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.</p> <p>Policy GD7 seeks to ensure that designs for parking areas, including for cars, bicycles and motorcycles, are safe and accessible. This could help to promote cycling as a mode of transport, but could also encourage travel by private car or motorcycle. The policy also seeks to ensure that development should not prejudice the safety or movement of all highway users. Appropriate measures should be provided to facilitate access on foot or cycle, and that existing pedestrian, cycle or equestrian routes should be protected and extended where practicable.</p> <p>It is considered that Policy GD8 could have minor positive effects against this objective, as the policy seeks to encourage mixed use schemes, where they are viable.</p> <p><i>It is recommended that Policy GD7 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.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	GD1: +	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Locating developments within settlements could contribute to economic growth through small scale and low intensity uses.</p> <p>Policies GD2 and GD3 is not likely to contribute to economic growth or business development. However, indirect benefits to sustainable tourism could arise, through the maintenance of green spaces and subsequent preservation of recreational uses in these areas.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy supports economic growth.</p> <p>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.</p> <p>Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to contribute to economic growth through new businesses, live/work units and employment provided through local services uses.</p> <p>Policy GD7 seeks to encourage good design. This could have indirect positive effects for the local economy, through increasing the attractiveness of the area to potential visitors, workers and investors.</p> <p>Policy GD8 could have some positive effects against this objective, as it seeks to ensure that viable economic uses within the area are retained.</p> <p><i>It is recommended that new businesses should be encouraged to locate within the settlements and in the redeveloped sites.</i></p>
	GD2: +			
	GD3: +			
	GD4: ++			
	GD5: ++			
	GD6: ++			
	GD7: 0			
	GD8: +			
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p>	GD1: +	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p>	<p>Covers settlements, greenbelt and areas of</p>	<p>Policy GD1 relates to development in settlement boundaries. Locating developments which are small scale and low intensity within settlements could contribute to economic inclusion. It could also improve accessibility to employment opportunities for local residents.</p>
	GD2: 0			
	GD3: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve accessibility to employment opportunities for those most at need	GD4: +	<b>M</b>	separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policies GD2 and GD3 are unlikely to contribute to economic inclusion.
	GD5: +			Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to contribute to employment in rural areas and potentially to meet rural needs.
	GD6: +			Policy GD5 could indirectly contribute to economic inclusion by providing employment to local people.
	GD7: 0			Policy GD6 promotes mixed use development, which includes providing local services uses alongside residential uses. This Policy has potential to contribute to economic inclusion through new businesses, live/work units and employment provided through local service uses. The effect would be greater for areas where there is high unemployment, such as in Lytham and St. Annes and areas south of the Borough.
	GD8: 0			Policies GD7 and GD8 are unlikely to have an effect on economic inclusion. <i>New businesses should be encouraged to locate within the settlements and in the redeveloped sites.</i>
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means Promote adjacency of employment, recreation and residential areas in urban areas	GD1: +	<b>S, M, L-T</b> <b>D</b> <b>R</b> <b>M</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large	Policy GD1 relates to development in settlement boundaries, where development will be directed towards existing settlements. Locating developments which are small scale and low intensity within settlements could contribute to the vitality and vibrancy of these settlements. This Policy also provides for the consideration of the site's impact on visual value and could have a positive effect on the townscape and built environment. Development within settlements would have easy access to the settlement centres.
GD2: +	Policy GD2 could protect the vitality and vibrancy of town centres, through limiting development in the green belt.			
GD3: +	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. It would also enhance the character of Wrea Green and Kirkham and Kirkham and Newton.			
GD4: 0				
GD5: -				

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>	GD6: +		development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	<p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. It is not expected to contribute to urban renaissance.</p> <p>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 may detract from town centre investment.</p> <p>Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses. This Policy has potential to contribute to vitality and vibrancy in the settlements and improve sustainable accessibility. This Policy also provides for the consideration of the site's impact on visual value and could have a positive effect on the townscape and built environment.</p> <p>Policy GD7 seeks to encourage good design, which could have positive effects on the built environment and townscape character. The inclusion of the consideration of townscape character was a recommendation in the assessment of the preferred option. This could have indirect positive effects for urban renaissance, through increasing the attractiveness of the area to potential visitors, workers and investors.</p> <p>Policy GD8 could have some positive effects against this objective, as it seeks to ensure that viable economic uses within the area are retained, promoting the vitality of town centres.</p> <p><i>It is recommended that policy GD7 includes 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.</i></p>
	GD7: ++			
	GD8: +			
	GD1: +/-	<b>S, M, L-T</b> <b>D</b> <b>R</b>	Covers settlements, greenbelt and areas of	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Alongside Policy GD2, this could help protect the Green Belt and help contribute to protecting wildlife. However, the Policy also provides for development proposals on greenfield sites within settlement boundaries. Although the proposals will be
	GD2: +			
	GD3: ++			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	GD4: +/-	<b>M</b>	separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	<p>assessed against policies relating to open spaces and nature conservation, and there is a requirement for development to be focussed on previously developed land within and immediately abutting the existing settlements, there is potential for a negative impact on biodiversity.</p> <p>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, which could lead to significant benefits against this objective.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in rural areas. This Policy has potential to impact biodiversity but is dependent on how impactful previous uses were. The Policy also references the need to conform with other plan Policies which include environmental protection. It also provides for the promotion and enhancement of rural tourism, including the Ribble Coast and Wetlands Regional Park and Coastal Parkway.</p> <p>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 has the potential for enhancement but benefits would depend on the design measures proposed and the potential of individual sites so the assessment is uncertain at this stage.</p> <p>Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. This Policy has potential to contribute to open space provision but development may also be located in greenfield sites and open spaces, which would impact on biodiversity. Brownfield sites may also have biodiversity value, which could be affected by development. However, policy ENV2 should minimise negative effects in this regard.</p> <p>Policy GD7 seeks to achieve good design in new development. This includes the provision of measures to mitigate the effects of climate change and adaptation to climate change. Measures could have indirect benefits for biodiversity. The policy also requires that</p>
	GD5: ?			
	GD6: +/-			
	GD7: ++			
	GD8: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>development should protect landscape features and natural assets, as well as protecting and enhancing habitats. This was a recommendation from the SA of the preferred option (2013). 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.</p> <p>Policy GD8 is unlikely to contribute to effects against this objective.</p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>GD1: +/-</p> <p>GD2: +</p> <p>GD3: ++</p> <p>GD4: +/-</p> <p>GD5: 0</p> <p>GD6: +</p> <p>GD7: ++</p> <p>GD8: 0</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Alongside Policy GD2, this could help protect the Green Belt and the quality of the local landscape outside of settlements. However, increases in noise and light pollution within settlements, as well as impacts on townscape, particularly where greenfield sites may be developed, could have a negative effect against this objective.</p> <p>Policy GD3 states that the character and local distinctiveness of Areas of Separation will be preserved. This Policy is likely to contribute to the green infrastructure and landscape in the Wrea Green and Kirkham and Kirkham and Newton areas. Since there will be no development in the area, this would maintain existing levels of tranquillity and landscape quality between these two settlements.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to impact the rural landscape but this Policy also promotes the enhancement of rural tourism and would indirectly protect natural and heritage assets. The impacts will depend on the nature of new developments compared with previous.</p> <p>Policy GD5 relates to the complete or partial redevelopment of large developed sites outside of settlement boundaries, which may provide environmental improvements and local employment. The policy seeks that the proposal would not harm the landscape setting within which the developments are set, which could lead to neutral effects against this objective.</p> <p>Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. The mix of uses will be dependent on the</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>character of the area, which infers that landscape and townscape character will be a key consideration. This could lead to minor benefits against this objective.</p> <p>Policy GD7 seeks 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. This could lead to significant benefits against this objective.</p> <p>Policy GD8 is unlikely to contribute to effects against this objective.</p>
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	<p>GD1: +</p> <p>GD2: +</p> <p>GD3: +</p> <p>GD4: +/-</p> <p>GD5: 0</p> <p>GD6: 0</p> <p>GD7: ++</p> <p>GD8: 0</p>	<p><b>S,M, L-T</b></p> <p><b>D,I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Large areas of Lytham and St. Annes are designated as Conservation Areas and contain many listed buildings. Many of the listed buildings are situated in Lytham, St. Annes and Kirkham. Positive effects may result from a development focus within settlements, which may lead to the conservation and enhancement of the historic environment in these areas. Effects will be guided by other Local Plan policies, including ENV6 (Historic Environment).</p> <p>Through maintaining the settings of settlements, policies GD2 and GD3 could have indirect benefits for the historic environment in these locations.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This Policy has potential to impact rural landscape but this Policy also promotes the enhancement of rural tourism which would indirectly protect natural and heritage assets.</p> <p>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 is not likely to affect the historic environment considering the site would already have been disturbed/ developed.</p> <p>Policy GD6 promotes mixed use development. The fact that development would be mixed-use would not affect its impact on heritage.</p> <p>Policy GD7 supports the objective and seeks to make a positive contribution through character and local distinctiveness through high quality new design that responds to its</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				context. This could enhance landscape and townscape character, following a recommendation in the previous iteration of the SA. Policy GD8 is unlikely to have effects against this objective.
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p> <p>Maintain and improve the quality of groundwater</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures</p>	<p>GD1: -</p> <p>GD2: 0</p> <p>GD3: 0</p> <p>GD4: 0</p> <p>GD5: -</p> <p>GD6: +/-</p> <p>GD7: ++</p> <p>GD8: 0</p>	<p><b>M, L-T</b></p> <p><b>D,I</b></p> <p><b>R</b></p> <p><b>L</b></p> <p><b>C</b></p>	<p>Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Large areas of Fylde are low-lying and coastal and consequently at risk of coastal and fluvial flooding. The main areas at risk are the settlements of Warton and Freckleton which may be affected by the Ribble Estuary in the south, and also coastal areas at Lytham and St. Annes. If developments are located in these areas, there is a risk of flooding. Other Local Plan policies such as GD7 will not permit development in areas of high flood risk. CL1 and CL2 should also minimise the significance of any negative effects.</p> <p>Policies GD2 and GD3 seek to maintain areas of green space around settlements. These policies are not expected to affect flood risk in the area.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This is not expected to have a noticeable effect on water resources.</p> <p>Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There may be increase in use of water resources as a result of new development. The significance of negative effects on the water environment should be minimised through other Local Plan policies including CL1 and CL2.</p> <p>Policy GD6 promotes mixed use development. The mix of uses proposed may affect the water environment differently, leading to potentially positive or negative effects. However, the significance of negative effects on the water environment should be minimised through other Local Plan policies including CL1 and CL2.</p> <p>Policy GD7 supports the incorporation of water efficiency in new and existing buildings, 'grey' water and rainwater harvesting which promotes the sustainable use of water resources.</p> <p>Policy GD8 is unlikely to have effects against this objective.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	GD1: +	<b>M, L-T</b>  <b>D, I</b>  <b>R</b>  <b>L</b>	Covers settlements, greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Developments within settlements may help to promote walking and cycling to the settlement centre. Therefore, this Policy has potential to reduce CO <sub>2</sub> emissions from vehicles.  Policies GD2 and GD3 are not expected to affect carbon emissions or energy use.  Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. Development, albeit small-scale, may increase energy use and sites may not be accessible by public transport. This could lead to minor negative effects against this objective.  Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased energy usage as a result of development, including through construction activities in the short term. In the long term, redevelopment may create more energy efficient developments compared to existing uses.  Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. The policy should reduce the need to travel, which could reduce potential emissions from the transport sector.  Policy GD7 states that development proposals should consider measures to mitigate the effects of climate change by the incorporation of energy and water efficiency in new and existing buildings, 'grey' water and rainwater harvesting and storage for waste and recyclables. 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. This should lead to significant benefits against this objective.  Policy GD8 is unlikely to have effects against this objective.
	GD2: 0			
	GD3: 0			
	GD4: +/-			
	GD5: ?			
	GD6: +			
	GD7: ++			
	GD8: 0			
<b>15. Protect and improve air quality</b> Protect and improve local air quality	GD1: +	<b>S, M, L-T</b>  <b>D, I</b>	Covers settlements,	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements. Developments within settlements will help promote walking and cycling
	GD2: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	GD3: <b>0</b>	<b>R</b> <b>L</b>	greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)	to the settlement centre. Therefore, this Policy has potential to reduce emissions from vehicles and protect air quality.
	GD4: <b>-</b>			Policy GD2 is unlikely to have effects against this objective.
	GD5: <b>+/-</b>			Policy GD3 is not likely to affect air quality. There are no air quality issues in the area.
	GD6: <b>+</b>			Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. Sites may not be accessible by public transport, which could lead to negative effects for air quality. However, effects are likely to be minor due to the scale of development proposed in these areas.
	GD7: <b>++</b>			Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased travel by car since these sites are located in the countryside. However, the policy seeks that opportunities to improve public transport connections and pedestrian and cycle links are maximised. This could lead to some benefits for air quality. This reflects recommendations from the previous iteration of the SA.
	GD8: <b>0</b>			Policy GD6 promotes mixed use development, which includes providing local service uses alongside residential uses and open spaces. Since developments are proposed to be located within settlements, and people may work in local businesses or in work/live units, travelling and hence vehicular emissions may be reduced, which could have a positive effect on air quality.
				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 GD8 is unlikely to have effects against this objective.
<b>16. Ensure the sustainable use of natural resources</b>	GD1: <b>++</b>	<b>S, M, L-T</b> <b>D, I</b>	Covers settlements,	Policy GD1 relates to settlement boundaries, where development will be directed towards existing settlements, which includes the prioritisation of previously developed land this could
	GD2: <b>+</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>GD3: +</p> <hr/> <p>GD4: -</p> <hr/> <p>GD5: -</p> <hr/> <p>GD6: +</p> <hr/> <p>GD7: 0</p> <hr/> <p>GD8: 0</p>	<p><b>IR</b></p> <p><b>L</b></p>	<p>greenbelt and areas of separation between Wrea Green and Kirkham and between Kirkham and Newton, and large development sites in the countryside (e.g. Kirkham Prison and Weeton Camp)</p>	<p>have positive effects against this objective. 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.</p> <p>Policies GD2 and GD3 should indirectly lead to benefits against this objective through the maintenance of soil quality in the protected areas.</p> <p>Policy GD4 seeks to retain continued employment use of existing sites in employment areas in rural areas. This may lead to negative effects against this objective, although effects are likely to be minimal due to the scale and type of development to be permitted.</p> <p>Policy GD5 relates to the complete or partial redevelopment of large developed sites in the countryside, which may provide environmental improvements and local employment. There is potential for increased resource use as a result of redevelopment activities on a large scale.</p> <p>Policy GD6 promotes mixed use development. The provision of a mix of uses could improve efficiencies in resource use, and may reduce the demand for additional highways infrastructure through reducing the need to travel.</p> <p>Policies GD7 and GD8 are unlikely to have effects against this objective.</p> <p><i>It is recommended that Policy GD7 should contain some reference to the use of sustainable natural resources where appropriate.</i></p> <p><i>It is recommended that Policy GD7 also includes that waste reduction and recycling should be promoted and encouraged and developments should provide a waste recycling area.</i></p>

**Table G.7**

**Ch 9 The Fylde Economy**

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: Vibrant Town, District and Local Centres

Policy EC5 Leisure Culture and Tourism Development

Policy EC6: Tourism Accommodation

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>EC1: -</p> <hr/> <p>EC2: -</p> <hr/> <p>EC3: 0</p> <hr/> <p>EC4: +</p> <hr/> <p>EC5: 0</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St Annes, Dock Road and Boundary Raod Lytham, Mill Farm Sports Village Fleetwood Road,</p>	<p>Policy EC1 states that the delivery of 56.3 ha of new employment development will be delivered from 2011 up to 2032. Although this Policy could result in employment opportunities, such sites have a greater potential to result in minor crime than residential.</p> <p>Policy EC2 sets out the delivery of a Local Development Order to support the Enterprise Zone. Further employment may create a higher possibility of crime.</p> <p>Policy EC3 sets out employment land availability and the factors that will be used in assessing all development proposals for employment uses. These cover the scale, appearance and landscaping but does not include provisions for security. Although crime rates in Fylde are low compared to those nationally and regionally, crime against property (criminal damage, theft and burglary) are slightly higher than those crimes against individuals.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	EC6: <b>0</b>		Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farmand Naze Lane, Freckleton	<p>Policy EC4 encourages retail and appropriate town centre development. It also states that uses that involve operational hours in the evening or night should not create inappropriate disturbance to residents or other users of the centre and surrounding areas. Within town centres, a diversity of uses (e.g. cultural facilities, offices and residential uses, restaurants and cafes) that support the vitality of the centre will be encouraged to have secondary shopping frontages that will be permitted at ground and upper floor level to improve safety and security by increasing natural surveillance of the centre. However, If the retail unit is to have a primary shopping frontage it must retain a pedestrian-level shop front with windows and displays. Despite the exposure of pedestrian level shop frontages, the Policy could still help reduce levels of disorder and fear of crime.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It promotes St. Annes as a classic resort and will support the regeneration of Lytham St. Annes seafront area, Ribby Hall Village, promote rural tourism, promote improvement of manmade coastal defences and encourage businesses. Although this Policy encourages business activities and an increase in visitors, this may reduce crime levels although these could be mitigated through careful design.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation in the primary holiday areas in St. Annes and at Ansdell/Fairhaven. It also includes the development of additional leisure, culture and tourism uses at Ribby Hall Village and limited increase in static and touring caravan and camping pitches. There are no specific provisions in this Policy relating to reducing crime, anti-social behaviour and fear of crime and an increase in visitors, this may reduce crime levels although these could be mitigated through careful design.</p> <p><i>It is recommended that Secured by Design measures should be included in the design of development proposals. See recommendations under GD7.</i></p>
	EC1: <b>0</b>	<b>S, M, L-T</b>		

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>EC2: <b>+</b></p> <p>EC3: <b>+</b></p> <p>EC4: <b>0</b></p> <p>EC5: <b>0</b></p> <p>EC6: <b>0</b></p>	<p><b>I R M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St. Annes, Dock Road and Boundary Raod Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton</p>	<p>Policy EC1 could result in employment opportunities, however, there is no specific provision for training.</p> <p>Policy EC2 supports the Enterprise Zone that could create more business, attract investment and improve the local economy. There is no reference to provision of training.</p> <p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. One of the factors is that the Council will seek to ensure that employment opportunities are provided for local people and, where necessary, developers will be encouraged to implement relevant training programmes. This Policy has potential to contribute to the provision of training facilities.</p> <p>Policy EC4 encourages retail and appropriate town centre development. There is no reference to provision of training.</p> <p>Policy EC5 and EC6 sets out how the Council will plan for leisure, culture and tourism development and accommodation. There is no reference to provision of training.</p> <p><i>It is recommended that provision of training in the leisure, culture or tourism development should be encouraged.</i></p>
	<p>EC1: <b>0</b></p> <p>EC2: <b>0</b></p> <p>EC3: <b>+</b></p> <p>EC4: <b>+</b></p>	<p><b>M, L-T I R M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International</p>	<p>Policy EC1 is not directly linked to health benefits.</p> <p>Policy EC2 is not directly linked to health benefits.</p> <p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy provides that the development must not significantly harm the amenities of nearby occupiers which could prevent conflicts.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>EC5: <b>+</b></p> <p>EC6: <b>0</b></p>		<p>Airport; Queensway St. Annes, Dock Road and Boundary Raod Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way,Whitehills Business Park,Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton</p>	<p>Policy EC4 encourages retail and appropriate town centre development, which could contribute to the development of strong and cohesive communities. The loss of community, health, leisure and cultural facilities and services within town, district and local centres will be resisted unless it can be demonstrated that the facility is no longer needed, or it can be established that the services provided by the facility can be provided in an alternative location or manner that is equally accessible by the community.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area, which could contribute to the development of strong and cohesive communities. Also providing leisure and cultural facilities will be beneficial to the health of the community.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation, and is not expected to contribute to a community's health.</p> <p><i>It is recommended 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.</i></p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p>	<p>EC1: <b>+</b></p> <p>EC2: <b>0</b></p> <p>EC3: <b>0</b></p> <p>EC4: <b>0</b></p> <p>EC5: <b>0</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport;</p>	<p>Policy EC1 identifies overall provision of employment land, existing employment sites and proposed new employment development. A number of these new sites have a mixed use of employment and housing (MUS1 – Cropper Road East, Whitehills and MUS2 – Whyndyke Farm, Preston New Road, Whitehills)</p> <p>Policy EC2, EC3 and EC4 relate to employment and do not cover housing.</p> <p>Policy EC5 relates to tourism but does not cover housing.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	EC6: <b>0</b>		<p>Queensway St. Annes, Dock Road and Boundary Raod Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way,Whitehills Business Park,Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton</p>	<p>Policy EC6 covers leisure, culture and tourism accommodation. Although it covers holiday caravans, conversion of these into residential purposes will be resisted. As such, this Policy is not expected to contribute to housing.</p>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	<p>EC1: <b>0</b></p> <p>EC2: <b>0</b></p> <p>EC3: <b>+</b></p> <p>EC4: <b>+</b></p> <p>EC5: <b>+</b></p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport;</p>	<p>Policy EC1 or EC2 are not likely to contribute to community cohesion.</p> <p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. This Policy provides that the development must not significantly harm the amenities of nearby occupiers and this could prevent conflicts. This may support community cohesion by reducing conflict.</p> <p>Policy EC4 encourages retail and appropriate town centre development, which includes cultural facilities, restaurants and cafes where people could meet and</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	EC6: 0		Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton	<p>socialise. Town centre development could also provide opportunities for community involvement and indirectly contribute to the development of strong and cohesive communities.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area, which could provide opportunities for community involvement and for all social groups to participate. This Policy has potential to indirectly contribute to the development of strong and cohesive communities.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation which is not expected to contribute to the community cohesion since these will be focused on visitors and tourists.</p> <p><i>Provide opportunities for community involvement in the town centre, leisure and cultural development.</i></p>
<p><b>6. Improve sustainable access to basic goods</b></p> <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>EC1: +</p> <p>EC2: 0</p> <p>EC3: +</p> <p>EC4: +</p> <p>EC5: +</p> <p>EC6: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport;</p>	<p>Policy EC1 states that the delivery of 56.3 ha of new employment development will be promoted from 2011 up to 2013. These areas are close to population centres and accessible to public transport. It would therefore contribute to access to jobs.</p> <p>Policy EC2 addresses economic growth at an enterprise zone location. The policy does not directly relate to sustainable access could benefit from the provision of increased sustainable travel modes.</p> <p>One of the factors to be taken into account in Policy EC3 is that the scale of development would be compatible with the level of existing and potential public</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>			<p>Queensway St Annes, Dock Road and Boundary Raod Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way,Whitehills Business Park,Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton</p>	<p>transport accessibility and on- street parking. If additional infrastructure is required, the development will be required to fund the necessary infrastructure. This Policy supports improved access to employment opportunities for local people.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. As such, it would improve access to basic goods to centres.</p> <p>Policy EC5 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 improve access to cultural and recreational facilities. The policy also encourages the promotion and enhancement of rural tourism by promoting walking, cycling and horse riding by improvements to the coastal path and access to the coast and provides opportunities to access the natural and historic environment.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation which will benefit visitors and tourists. It is not likely to directly contribute to access for the community.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p>	<p>EC1: ++</p> <p>EC2: +</p> <p>EC3: +</p> <p>EC4: ++</p> <p>EC5: ++</p> <p>EC6: +</p>	<p><b>M, L-T I,D R H</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St. Annes, Dock</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. The requirement will be met by a number of employment/leisure/housing sites. This Policy is expected to contribute strongly to economic growth and business development.</p> <p>Policy EC2 identifies an employment area that has received support from the council. BAE Systems and the Lancashire Enterprise Zone may create more employment opportunities, attract business/investment and improve the local economy.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>			<p>Road and Boundary Road</p> <p>Lytham, Mill Farm Sports Village</p> <p>Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.</p>	<p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. It requires that development proposals provide for the requirements of local businesses and small firms. In order to support economic growth and expansion, the Council endorses the roll-out of high speed broadband in line with the Lancashire Broadband Plan. The sustainable growth and expansion of all types of business is supported where this is in accordance with other policies in the Local Plan. It would therefore support economic growth and business development.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. It therefore provides opportunities for business development. 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. The mixture of land uses at these sites should diversify the employment opportunities. Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. It will support the regeneration of Lytham 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. Policy EC6 covers leisure, culture and tourism accommodation which will benefit visitors and tourists. It will support the tourism and those working on the leisure and cultural industries so may indirectly support economic growth.</p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p>	<p>EC1: +</p> <p>EC2: 0</p> <p>EC3: +</p> <p>EC4: +</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. The requirement will be met by a number of employment sites. Areas with the most deprived in terms of unemployment are located in the Blackpool periphery and also near Kirkham. There are a number of existing business and industrial areas in the Blackpool periphery and Kirkham that</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve accessibility to employment opportunities for those most at need	EC5: +		International Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton	<p>will be retained as employment use. This Policy will therefore provide opportunities to reduce unemployment in these areas.</p> <p>Policy EC2 identifies an employment area that has received support from the council. The opportunities at BAE Systems and the Lancashire Enterprise Zone may reduce levels of unemployment. Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. One of the criteria is transport accessibility. This Policy has potential to contribute to employment but not necessarily in areas most at need.</p> <p>Policy EC4 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, including those with high unemployment.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area and Ansdell/Fairhaven, which would help reduce unemployment in those areas. Areas with the most deprived in terms of unemployment are located near the Blackpool periphery, which are in the vicinity of Lytham St. Annes. This Policy has potential to provide opportunities for employment in areas of most need.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation and hotels will be permitted in the primary holiday areas in St. Annes, so there is potential for employment in areas of greatest need.</p>
	EC6: +			
<p><b>9. Deliver urban renaissance</b></p> <p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p>	<p>EC1: +</p> <p>EC2: 0</p> <p>EC3: +</p> <p>EC4: ++</p> <p>EC5: +</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport;</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. This Policy will help improve the vitality of these areas widely benefiting the adjoining urban areas.</p> <p>Policy EC2 seeks to create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. It will help improve the local economy and also increase the contribution to national growth. As</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>	EC6: +		Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.	<p>an out of town facility this will not directly affect the vitality and vibrancy of the urban areas.</p> <p>Policy EC3 sets outland availability in the Borough for employment and focuses on economic and sustainable growth and expansion. It therefore supports the protection and enhancement of urban areas.</p> <p>Policy EC4 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. For example, St.Annes redevelopment on Wood Street and Ansdell District Centre, proposed local centres at Freckleton, Warton and Whitehills have been specifically identified as areas to enhance vibrant town, district and local centres. 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.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. It will support the regeneration of Lytham St. Annes seafront area and Ansdell/Fairhaven, which would contribute to the vitality and vibrancy of those areas and enhance the reputation as a good place to live, work and visit. .</p> <p>Policy EC6 covers leisure, culture and tourism accommodation and this will contribute to these industries as well as the vibrancy and vitality of tourism areas.</p>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p>	<p>EC1: -</p> <p>EC2: 0</p> <p>EC3: -</p> <p>EC4: 0</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	56.3 ha of new employment development land consisting of the Blackpool International	Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. Many of the existing and new sites are on Greenfield land so this Policy has potential to adversely impact biodiversity. There is Green Belt land in the vicinity of the airport and near Kirkham.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Recognise the role of biodiversity as part of the wider range of ecosystem services</p> <p>Protect and enhance wildlife especially rare and endangered 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>EC5: --</p> <p>EC6: --</p>		<p>Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.</p>	<p>Policy EC2 seeks to create more businesses, jobs and attract international investment therefore it will not have any direct effect on biodiversity or geodiversity.</p> <p>Policy EC3 sets out land availability in the Borough for employment and focuses on economic growth. The identification of employment sites may cause unacceptable adverse environmental impact.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to impact biodiversity, although town centre and brownfield sites are usually (although not always) less biodiverse than rural, Greenfield sites.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. The Policy has potential to impact biodiversity if it results in greater visitor pressure along the protected areas of coastline.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation and has potential to impact biodiversity if it is proposed in a sensitive area.</p> <p>The HRA Screening Report concludes that there is potential for indirect significant effects, as policies EC5 and EC6 provide for development that is very close to European sites and may increase disturbance as a result of increase recreational pressures.</p> <p><i>It is recommended that mitigation outlined in Policies ENV1-ENV6 are cross referenced to strengthen factors set out in Policy EC2 that refer to development proposals not causing unacceptable adverse environmental impact. 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.</i></p> <p><i>HRA Recommendation: The HRA recommends that policies EC5 and EC6 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</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p><i>demonstrate that there will be no significant effect upon European Sites before they can be granted consent.</i></p> <p><i>A strengthening of Policies ENV1 and ENV2 to make explicit reference to the Ribble and Alt Estuaries SPA/Ramsar, and its importance, particularly with regard to development of areas of open coastline, is also recommended.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>EC1: -</p> <p>EC2: 0</p> <p>EC3: +</p> <p>EC4: 0</p> <p>EC5: 0</p> <p>EC6: +/-</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke</p>	<p>Policy EC1 states that that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. This Policy has potential to adversely impact landscape/townscape character especially as many of the new and existing sites are on Greenfield land and urban fringe locations. The policy also states that where unacceptable harm is not caused any industrial process can be carried out in a residential area without detriment to the amenity of that area by reason of noise or vibration. Therefore this may adversely affect noise pollution in the area.</p> <p>Policy EC2 seeks to create more business, jobs and attract international investment which should not have a detrimental effect on the landscape, townscape or character of the area. Policy EC3 sets out land availability in the Borough for employment sites. This Policy states that any development should be compatible with the character of the area and its surroundings.</p> <p>Policy EC4 encourages retail and appropriate town centre development and it supports retail and other uses in district local centres. Town centres are designed for retail use so as long as it is appropriately designed, adverse effects should not be realised.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has potential to increase noise and light pollution although such effects should be easily mitigated.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Farm and Naze Lane, Freckleton.	Policy EC6 covers leisure, culture and tourism accommodation and has the potential to impact townscape character, depending on the design. <i>Ensure that developments take account of the character of the area.</i>
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	<p>EC1: ?</p> <p>EC2: 0</p> <p>EC3: 0</p> <p>EC4: ?</p> <p>EC5: +</p> <p>EC6: ?</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke</p>	<p>Policy EC1 states that development has potential to adversely impact heritage resources although it is uncertain if developments and heritage features would coincide.</p> <p>Policy EC2 seeks to create more business, jobs and attract international investment which should not have any detrimental effect on the preservation of historic buildings/landscapes or protected heritage assets.</p> <p>Policy EC3 sets out land availability in the Borough for employment sites. When selecting the sites the policy does not state any requirement to preserve any building, environment or asset or historical significance. Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to impact heritage resources including the setting of Conservation Areas and Listed Buildings. However it should be feasible to mitigate any impacts through careful design.</p> <p>Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has potential to protect and enhance cultural heritage. Large areas of Lytham St. Annes are designated as Conservation Areas and contain many Listed Buildings. Many of the Listed Buildings are situated in Lytham, St. Annes and Kirkham. The effect of developments would depend on the design, which should have regard to these listed buildings and townscape character.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation including hotels in St Annes. There are a number of listed buildings in the area and this Policy has the potential to impact archaeological resources depending on the design.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
			Farm and Naze Lane, Freckleton.	<i>It should be ensured that developments do not impact heritage resources.</i>
<b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b>  Encourage sustainable use of water resources Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	EC1: -	<b>M, L-T I,D R M</b>	56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway Lytham, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.	Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. This Policy has potential to increase water use. Large areas of Fylde are low-lying and coastal and consequently at risk of coastal and fluvial flooding. Some sites include small areas of land within flood risk areas. The main areas at risk are from the Ribble Estuary in the south, affecting the settlements of Warton and Freckleton, and also coastal areas at Lytham St. Annes. Policy EC2 sets out the delivery of a Local Development Order to support the Enterprise Zone. Greater use of employment facilities will increase water use. Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will increase water use. Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to increase water use. Policy EC5 sets out how the Council will plan for leisure, culture and tourism development. This Policy has the potential to increase water use. The coastal areas at Lytham and St Anne's are at risk of flooding. The Council will seek to plan for physical regeneration and enhancement of the manmade coastal defences at Pleasure Island. The Island Sea Front Area, Fairhaven Lake and Church Scar in order to encourage coastal tourism and recreation and help maintain flood defences. Policy EC6 covers leisure, culture and tourism accommodation including hotels in St Annes. Hotels and other developments will increase water use. Also, the coastal areas at Lytham and St Annes are at risk of flooding.  <i>It is recommended that the use of SuDs should be incorporated into development. Reference could be made to the mitigation provided in Policy CL4.</i>
	EC2: -			
	EC3: -			
	EC4: 0			
	EC5: +			
	EC6: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	<p>EC1: +/-</p> <p>EC2: +/-</p> <p>EC3: +/-</p> <p>EC4: +/-</p> <p>EC5: -</p> <p>EC6: -</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East Whyndyke Farm and Naze Lane, Freckleton</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. This Policy has potential to increase energy use. In selecting employment land, accessibility to public transport was considered.</p> <p>Policy EC2 sets out the delivery of a Local Development Order to support the Enterprise Zone. This policy has potential to increase energy use.</p> <p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will increase energy use. However, one of the factors to be considered relates to public transport accessibility and on street parking.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This Policy has potential to increase energy use but centres should be accessible to people living in the vicinity.</p> <p>Policies EC5 and EC6 set out how the Council will plan for leisure, culture, tourism development and accommodation. These Policies have the potential to increase energy use. Transport by car to tourism areas may also increase car use and consequent CO<sub>2</sub> emissions.</p> <p><i>The use of renewable energy in developments should be considered. Reference could be made to Policy CL4.</i></p>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	<p>EC1: +/-</p> <p>EC2: +/-</p> <p>EC3: +</p> <p>EC4: +</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. However, a number of sites are located near to public transport with the aims of reducing vehicular transmissions.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	EC5: +/- EC6: +/-		Blackpool International Airport; Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.	<p>Policy EC2 sets out the delivery of a Local Development Order to support the Enterprise Zone. The site should be located near public transport links reducing vehicular transmissions.</p> <p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. One of the factors to be considered relates to public transport accessibility and on street parking.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. Centres should be accessible to people living in the vicinity and also to public transport.</p> <p>Policies EC5 and EC6 set out how the Council will plan for leisure, culture and tourism development and accommodation. St. Annes is accessible by public transport but transport by car to tourism areas may also increase car use and consequent CO<sub>2</sub> emissions.</p> <p><i>It is recommended that use of public transport to employment and tourism developments should be promoted.</i></p>
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p>	<p>EC1: -</p> <p>EC2: 0</p> <p>EC3: +/-</p> <p>EC4: +/-</p> <p>EC5: +/-</p>	<p><b>M, L-T</b></p> <p><b>I,D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>56.3 ha of new employment development land consisting of the Blackpool International Airport;</p>	<p>Policy EC1 states that 56.3 ha of new employment development will be delivered from April 2011 to March 2032. Use of natural resources will be required in developments especially as many are on Greenfield sites.</p> <p>Policy EC2 sets out the delivery of a Local Development Order to support the Enterprise Zone. This policy will not directly affect the sustainable use of natural resources.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>EC6: +/-</p>		<p>Queensway St. Annes, Dock Road and Boundary Road Lytham, Mill Farm Sports Village Fleetwood Road, Blackpool and Fylde Industrial Estate, Brunel Way, Whitehills Business Park, Cropper Road East, Whyndyke Farm and Naze Lane, Freckleton.</p>	<p>Policy EC3 sets out the factors that will be used in assessing all development proposals for employment uses. Developments will require use of resources. However, this provides the opportunity to develop vacant or derelict land.</p> <p>Policy EC4 encourages retail and appropriate town centre development and supports retail and other uses in district local centres. This provides opportunities to develop vacant or derelict land.</p> <p>Policy EC5 sets out the Council's plans for leisure, culture and tourism development. Developments will require use of resources. This provides opportunities to develop vacant or derelict land.</p> <p>Policy EC6 covers leisure, culture and tourism accommodation including hotels in St. Annes. Developments will require use of resources. This provides opportunities to develop vacant or derelict land.</p> <p><i>In town centres, the development of brownfield land should be prioritised. Recycling of waste should be promoted.</i></p>

**Table G.8**

**Ch 10 Provision of Homes in Fylde**

- 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

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>H1: <b>0</b></p> <hr/> <p>H2: <b>+</b></p> <hr/> <p>H3: <b>0</b></p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to housing delivery and the allocation of housing land. This policy does not refer to reducing crime.</p> <p>Policy H2 relates to the density, mix and design of new residential development. This Policy states that new residential development will be assessed against Policy GD7, which includes a provision relating to minimising opportunity for crime and maximising natural surveillance.</p> <p>Policy H3 sets out requirements for conversions and change of use to residential. This Policy does not specifically refer to reducing opportunity for crime.</p> <p>Policy H4 relates to requirements for schemes to provide affordable housing. The affordability element is not considered to have a significant influence on crime.</p> <p>Policy H5 states criteria for planning applications for new gypsies, travellers and travelling showpeople’s sites, which does not include any reference to minimising opportunity for crime. Gypsy sites can cause fear of crime in local communities.</p> <p>Policy H6 relates to isolated new homes in the countryside and does not include any reference to minimising opportunity for crime.</p> <p>Policy H7 states criteria for proposals to replace and /or extend existing dwellings in the countryside and does not include reference to minimising opportunity for crime.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	H4: - H5: 0 H6: 0 H7: 0			<i>It is recommended that all developments should be encouraged to consider Secured by Design measures. See recommendations for GD7.</i>
<b>2. Improve levels of educational attainment and encourage lifelong learning</b>  Maintain and increase levels of participation and attainment in education for all members of society.  Improve the provision of education and training facilities  Improve access to and involvement in lifelong learning opportunities.	H1: 0 H2: 0 H3: 0 H4: + H5: + H6: 0 H7: 0	<b>S, M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land and does not make any reference to education.</p> <p>Policy H2, H3, H6 and H7 relate to new residential development, conversions, affordable housing, new homes and replacements or extensions to existing dwellings in the countryside respectively and do not make any reference to educational facilities. However, Policy H4 includes education developer contributions as part of the affordable housing scheme.</p> <p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement which can provide education infrastructure. This Policy therefore seeks to provide access to education facilities.</p>
<b>3. Improve physical and mental health for all and reduce health inequalities</b>  Reduce health inequalities amongst different groups in the community	H1: 0 H2: + H3: 0 H4: ++ H5: +	<b>S, M, L-T</b>  <b>I</b>  <b>R</b>  <b>M</b>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land and does not make any specific reference to physical or mental health.</p> <p>Policy H2 has potential to improve health in new residential developments. It requires that new developments should meet Design and Quality Standards, which would indirectly benefit the health of would be residents. Also, it seeks to ensure that there is adequate open space, which could indirectly contribute to health benefits. The proportion of the population over retirement age has increased since 2001 and there is a large</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>H6: 0</p> <p>H7: 0</p>			<p>elderly population in the Borough. This Policy is expected to reduce health inequalities in the Borough.</p> <p>Policy H3, H6 and H7 relate to conversions, new homes and replacements or extensions to existing dwellings in the countryside respectively. The health benefits will be limited to the people who will occupy these homes.</p> <p>Policy H4 on affordable housing will also be required to meet Design and Quality Standards and is expected to reduce health inequalities in the Borough.</p> <p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement which can provide health and welfare infrastructure and that local noise and air quality should not impact the health and wellbeing of travellers. This Policy is expected to reduce health inequalities in respect of travellers.</p> <p><i>It is recommended that Design and Quality Standards should be applied to all developments.</i></p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	<p>H1: +</p> <p>H2: ++</p> <p>H3: +</p> <p>H4: ++</p> <p>H5: +</p> <p>H6: +</p> <p>H7: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to housing delivery and allocation of housing land. The management and delivery of new housing will ensure that there is sufficient housing to meet the requirements of the area.</p> <p>Policy H2 seeks to provide one, two or three- bedroom family homes in Lytham and St Annes, Kirkham, Wesham, Freckleton and Warton to address the lack of family accommodation in these areas. This Policy states that new residential developments should meet the Homes and Communities Agency 'Design and Quality Standards'.</p> <p>Policy H3 sets out requirements for conversions and change of use to residential that are not covered by Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. This Policy is expected to contribute to housing provision.</p> <p>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</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>and St Annes. This Policy seeks to address the need for affordable housing in these areas.</p> <p>Policy H5 states criteria for planning permissions for new gypsies, travellers and travelling showpeople's sites, which would address housing needs for gypsies and travellers.</p> <p>Policy H6 and H7 relates to isolated new homes in the countryside and to replace and /or extend existing dwellings in the countryside so that it would address the need for housing in rural areas.</p> <p><i>It is recommended that Design and Quality Standards should be applied to all developments.</i></p>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	<p>H1: +</p> <p>H2: ++</p> <p>H3: 0</p> <p>H4: +</p> <p>H5: +/-</p> <p>H6: 0</p> <p>H7: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to housing delivery and allocation of housing land. New housing developments should develop opportunities for community interaction and create social groups.</p> <p>Policy H2 provides for a broad mix of dwelling types, which should indirectly contribute to community cohesion. It also states that homes that are affordable to people working within the local community and those with strong links to the local area, will be encouraged in order to promote the vitality of local business and community life, which would address the sub objective on community involvement. 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 encouraged and the Council will reserve the right to refrain from requesting developer contributions for these developments, so as to promote the viability of the schemes.</p> <p>Policy H3 relates to conversions or change of use to residential. Opportunities for community involvement and improvement of relations between social groups are limited.</p> <p>Policy H4 provides for a minimum of 30% affordable housing in new developments which would allow a mix of social groups and contribute to community cohesion.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement so that there is opportunity to mix with other social groups. However, some residents may be fearful of conflict arising.</p> <p>Policies H6 and H7 refer to housing in the countryside, so opportunities for contributing to community cohesion are limited.</p> <p><i>It is recommended that amenity open spaces in large developments where people can congregate should be included. This could be included under Policy GD7.</i></p>
<p><b>6. Improve sustainable access to basic goods</b></p> <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>H1: 0</p> <p>H2: +</p> <p>H3: +</p> <p>H4: +</p> <p>H5: +</p> <p>H6: -</p>	<p><b>S</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to housing delivery and allocation of housing land. The selection of housing land is important in terms of its proximity to existing transport infrastructure and creating new services for new housing developments.</p> <p>Policy H2 states that the Council will seek to ensure that there will be no unacceptable impact on local infrastructure and that adequate car parking would be provided in higher density developments. Also, higher densities are expected on sites within and adjoining Key Service Centres with good access to transport facilities and services. Public transport services or accommodation within walking distance of community facilities</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	H7: -			<p>would be provided for Special Needs housing. This Policy therefore addresses transport needs for new developments and people's needs.</p> <p>Policy H3 relates to conversions or change of use to residential and one of the factors to consider in proposals is access to the nearest services and parking provision.</p> <p>Policy H4 seeks to locate affordable housing within or adjacent to urban and rural areas, and it is expected that there will be access to public transport.</p> <p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and that there should be safe vehicular and pedestrian access to the site and adequate parking for vehicles and other equipment.</p> <p>Policies H6 and H7 refer to housing in the countryside, which would require use of private cars. These Policies are not expected to contribute significantly to this objective.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p>	<p>H1: 0</p> <p>H2: 0</p> <p>H3: 0</p> <p>H4: 0</p> <p>H5: 0</p> <p>H6: +</p>	N/A	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land. New housing development and use of greenfield land will not necessarily improve economic growth or business development but may have a detrimental effect on sustainable farm diversification.</p> <p>Policies H2, H3, H4 and H7 relate to housing provision and although there will be employment opportunities in the construction of new developments, the contribution to economic growth and business development would be limited. Although not mentioned in these Policies, Policy GD3 promotes live/work units, which should contribute to the economy.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	H7: <b>0</b>			<p>Policy H5 states the new Gypsy, Traveller and Travelling Showpeople sites site would be within or adjacent to a settlement and employment infrastructure but opportunity to contribute to the economy would be limited.</p> <p>Policy H6 seeks to ensure isolated new homes in the countryside will accommodate the needs of a rural worker with regards to location and economic desires. This will ensure sufficient employment in all geographical area and diversify the opportunities.</p> <p><i>It is recommended that more information including location should be provided on the live/work units. Cross references should be made to other Policies such as Policy GD6.</i></p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	<p>H1: <b>0</b></p> <p>H2: <b>0</b></p> <p>H3: <b>0</b></p> <p>H4: <b>+</b></p> <p>H5: <b>+</b></p> <p>H6: <b>0</b></p> <p>H7: <b>0</b></p>	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Borough wide	<p>Policies H1, H2, H3, H4, H6 and H7 relate to housing provision although there will be employment opportunities in the construction of new developments. Also, H4 seeks to provide affordable housing near urban and rural settlements where there may be employment opportunities.</p> <p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and employment infrastructure so there is some potential to access employment opportunities.</p>
<p><b>9. Deliver urban renaissance</b></p> <p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p>	<p>H1: <b>+</b></p> <p>H2: <b>0</b></p> <p>H3: <b>0</b></p> <p>H4: <b>+</b></p> <p>H5: <b>0</b></p>	<b>M, L-T</b> <b>I, D</b> <b>R</b> <b>M</b>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land. New housing development in urban areas may improve the vitality and vibrancy of a place. The specification of new homes should meet the required design standards and create a high quality built environment with associated sustainable transport infrastructure.</p> <p>Policy H2 states that homes that are affordable to people working within the local community and those with strong links to the local area, will be encouraged in order to promote the vitality of local business and community life. This Policy seeks to provide of</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>H6: 0</p> <p>H7: 0</p>			<p>family homes in Lytham, St. Annes, Kirkham, Wesham, Freckleton and Warton, which would contribute to the vitality of these areas. This Policy encourages good design and refers to meeting the requirements of Policy GD7: Achieving Good Design in Development.</p> <p>Policy H3 relates to conversions or change of use to residential. This could provide an opportunity to improve the quality of housing stock although this is uncertain.</p> <p>Policy H4 provides for 30% affordable housing in new developments in urban areas meaning increased need for improved sustainable access. The affordable housing allocation should also meet design standards as stated in H2.</p> <p>Policies H5 and H6 refer to housing in the countryside and not urban areas.</p>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</p> <p>Recognise the role of biodiversity as part of the wider range of ecosystem services</p>	<p>H1: ?</p> <p>H2: +</p> <p>H3: 0</p> <p>H4: 0</p> <p>H5: 0</p> <p>H6: ?</p>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy H1 relates to housing numbers generally. Other policies in the plan will determine the effect of development on biodiversity specifically, so the effect of this policy is uncertain at the time of assessment.</p> <p>Policy H2 states that adequate open space should be provided for high density developments, which could contribute to biodiversity resources. It also requires that designs meet Policy GD7, by providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, providing open space and enhancing the public realm.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Protect and enhance wildlife especially rare and endangered species</p> <p>Protect and enhance habitats and wildlife corridors</p> <p>Provide opportunities for people to access wildlife and open green spaces</p>	H7: <b>0</b>			<p>Policy H3 is unlikely to have an impact on biodiversity since it relates to conversions or change of use to residential. However, some buildings may contain bats or barn owls so surveys and appropriate mitigation would be required.</p> <p>Policy H4 relates to provision of affordable housing in new developments. The housing type is not expected to affect biodiversity.</p> <p>Policy H5 states that the new Gypsy, Traveller and Travelling Showpeople sites would be within or adjacent to a settlement and that it should protect the local environment which should include biodiversity.</p> <p>Policy H6 refers to new housing in the countryside, so there is potential to affect biodiversity although new developments have to meet Policy GD7 requirements so this effect is uncertain.</p> <p>Policy H7 refers to replacements of and extensions to existing dwellings in the countryside. The impact of this Policy on biodiversity would be limited.</p> <p><i>It is recommended that developers should be encouraged to include enhancement measures in open spaces and landscaping to maximise contribution to biodiversity resources. Studies where appropriate should be undertaken into potential for the presence of protected species in conversions.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <p>Protect and enhance character and quality</p> <p>Minimise noise pollution</p> <p>Minimise light pollution</p>	<p>H1: <b>+</b></p> <p>H2: <b>++</b></p> <p>H3: <b>+</b></p> <p>H4: <b>+</b></p> <p>H5: <b>0</b></p> <p>H6: <b>+</b></p>	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land. The policy will ensure that development will provide a range and mix of house types necessary to meet the requirements of the Local Plan whilst preserving the landscape and landscape character of the area.</p> <p>Policy H2 refers to meeting the Homes and Communities Agency 'Design and Quality Standards', which include design criteria relating to architecture and townscape. As such, it is expected to be mindful of the townscape. The densities of new residential development will be in keeping with the local area and will not have a detrimental effect</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Promote sensitive design in development	H7: +			<p>on the appearance or character. Higher densities in developments should not be at the expense of good/sensitive design.</p> <p>Policy H3 relates to conversions and change of use to residential and states that careful attention should be paid to the amenity of nearby residents, the character of the immediate area and design.</p> <p>Affordable housing provision in H4 is not likely to affect landscape/townscape solely by nature of it being affordable. All new affordable homes should comply with all relevant design and quality codes and standards set out by the Homes and Communities Agency or other relevant body, as well as the National Technical Standards; and the requirements for design set out in policy GD7. Policy H5 requires that the design of the site would protect local amenity and the local environment.</p> <p>Policy H6 requires that exceptional quality of design to raise standards of design in the countryside. These include outstanding or innovative design, significantly enhancing its immediate setting and being sensitive to the location of the defining characteristics of the area.</p> <p>Policy H7 states that the appearance of the replacement or extended dwelling respects the character of the original building and surrounding rural area with regard to scale, design and use of materials. As such, this Policy promotes sensitive design to take account of the surrounding area.</p> <p><i>It is recommended that good design in conversions should be promoted.</i></p>
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p>	<p>H1: +</p> <p>H2: +</p> <p>H3: +</p> <p>H4: 0</p> <p>H5: 0</p> <p>H6: +</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	Borough wide	<p>Policy H1 makes specific provision for sensitive consideration of heritage conversions.</p> <p>Policy H2 refers to meeting the Homes and Communities Agency 'Design and Quality Standards', which include design criteria relating to architecture and townscape. As such, it is expected to be mindful of the townscape. Large areas of Lytham St. Annes are designated as Conservation Areas and contain many listed buildings. Many of the listed buildings are situated in Lytham, St. Annes and Kirkham. The effect of developments would depend on the design, which should have regard to these listed buildings and townscape character. There are no Scheduled Ancient Monuments in</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	H7: +			<p>Fylde although there is a possibility of unfound archaeological remains within the historic market town of Kirkham.</p> <p>Policy H3 relates to conversions and change of use to residential and states that careful attention should be paid to the amenity of nearby residents, the character of the immediate area and design. However, the Policy does not reference the need for conversions to be sensitive to the potential for historic value/character of the building being converted.</p> <p>Affordable housing provision in H4 is not likely to affect heritage by the sole nature of it being affordable</p> <p>Policy H5 requires that the design of the new Gypsy, Traveller and Travelling Showpeople sites would protect local amenity and the local environment. This is assumed to include heritage assets and historic character.</p> <p>Policy H6 requires that exceptional quality of design to raise standards of design in the countryside. These include outstanding or innovative design, significantly enhance its immediate setting and be sensitive to the location of the defining characteristics of the area. The Policy also makes specific provision for sensitive consideration of heritage conversions.</p> <p>Policy H7 states that the appearance of the replacement or extended dwelling respects the character of the original building and surrounding rural area with regard to scale, design and use of materials. As such, this Policy promotes sensitive design to take account of the surrounding area.</p> <p><i>See provisions of policy ENV6.</i></p>
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p>	<p>H1: 0</p> <p>H2: 0</p> <p>H3: 0</p> <p>H4: 0</p>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land. Land chosen for new development will undergo a flood risk assessment and a water quality assessment to enable efficient management of the water environment.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	H5: 0 H6: 0 H7: 0			<p>Policies H2-H4 relate to development type rather than location so are not considered to affect flooding or water pollution. Indeed, by H2 requiring good design it may have the potential to reduce water use and include measures to reduce pollution.</p> <p>H5 requires development to protect the local environment and avoid areas of flood risk. The policy seek to ensure that for new gypsy and traveller sites there is no unacceptable pressure on waste and wastewater capacity</p> <p>H7 is unlikely to affect water quality or use given the small scale of development extensions likely.</p> <p><i>It is recommended that the provisions of Policy H6 regarding quality, enhancement and character should include protection of water quality. This should be made more specific with regard to protecting the local environment.</i></p>
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	H1: + H2: +/- H3: +/- H4: +/- H5: +/- H6: - H7: -	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Borough wide	<p>Policy H1 relates to housing delivery and allocation of housing land. The policy seeks to allocate land in settlements within close proximity of transport infrastructure to reduce car use and CO<sub>2</sub> emissions.</p> <p>Policies H2, H3, H4, H5, H6, and H7 have potential to increase energy use through the creation of residential development. Policies H2, H3, H4 and H5 seek to locate housing in or within settlements and transport infrastructure, so there is potential to reduce car use and CO<sub>2</sub> emissions in these circumstances.</p> <p>Policy H6 may increase CO<sub>2</sub> emissions since these are located in the countryside and would require travel by car.</p> <p>Policy H7 refers to extensions to existing property but may still result in increased energy use.</p> <p><i>See provisions of Policy GD7.</i></p>
	H1: 0	<b>M, L-T</b>	Borough wide	

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	<p>H2: 0</p> <p>H3: 0</p> <p>H4: 0</p> <p>H5: +</p> <p>H6: 0</p> <p>H7: 0</p>	<p><b>I R M</b></p>		<p>Air pollution is not regarded as an issue for concern in Fylde. Nitrogen Dioxide (NO<sub>2</sub>) is monitored in Lytham and St. Annes to monitor traffic pollution, but no AQMAs have been, or are planned to be, designated as a result of this monitoring.</p> <p>Policy H1 relates to housing delivery and allocation of housing land, therefore the location of new housing land may have a slight effect on the air quality of that area due to additional need for transport infrastructure and car use. Policies H2, H3, H4 and H5 seek to locate housing in or within settlements and near public transport infrastructure, so there is potential to limit car use and minimise an increase in vehicular emissions. Specifically, Policy H5 ensures that local environmental quality with respect to air quality should not have a detrimental impact on the health and wellbeing of gypsies and travellers.</p> <p>Policies H6 and H7 are more likely to require travel by car but these are not likely to have significant impacts on local air quality given the small numbers involved.</p> <p><i>See provisions of Policy GD7.</i></p>
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p>	<p>H1: +/-</p> <p>H2: +/-</p>	<p><b>S,M, L-T I R M</b></p>	<p>Borough wide</p>	<p>Policy H1 can reduce the amount of derelict and vacant land and encourage use of brownfield land where appropriate through careful allocation of housing land. However, the development of new housing will increase materials use and waste production.</p> <p>Policies H2, H3, H4, H5, H6, and H7 will result in demand for raw materials. There will also be increase in waste. However H2 does seek to minimise this through good design and protection of the environment through efficient use of land.</p> <p><i>It is recommended that recycling and developments should include an area for recycling. Some of the developments could be located in brownfield sites. See mitigation provisions in Policy CL4.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Maintain and enhance soil quality Increase the proportion of waste recycling and re-use Reduce the production of waste Reduce the proportion of waste landfilled				

**Table G.9**

**Ch 11 Health and Wellbeing**

Policy HW1: Health and Wellbeing

Policy HW2: Community Facilities

Policy HW3: Provision of Indoor and Outdoor Sports Facilities

Policy HW4: Contaminated Land

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>HW1: +</p> <p>HW2: +</p> <p>HW3: +</p> <p>HW4: 0</p>	<p><b>L-T I R L</b></p>	<p>Key development areas</p>	<p>Policy HW1 could have benefits against this objective as it seeks to integrate the principles of public health into land use planning. The policy seeks to improve accessibility to healthcare facilities through increased provision and spatial distribution based on need. This could have indirect benefits on levels of ill health related to alcohol and drug misuse, as access to healthcare assistance could be more accessible. In turn, this could then have positive benefits for reducing levels of crime and anti-social behaviour.</p> <p>Policies HW2 and HW3 could have long term benefits for community wellbeing and cohesion, through seeking that community facilities are co-located and are accessible by sustainable modes of transport. This could have indirect long-term benefits on reducing levels of anti-social behaviour.</p> <p>Policy HW4 is not considered to have any effect when considered against this objective.</p>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>HW1: 0</p> <p>HW2: +</p> <p>HW3: 0</p>	<p><b>L-T D R M</b></p>	<p>Key development areas</p>	<p>Policy HW1 is not considered to have any significant effect on improving levels of educational attainment and encouraging lifelong learning.</p> <p>Policy HW2 seeks the co-location of community facilities, including educational facilities, including resisting their loss. This could improve the accessibility of education and lifelong learning, which could lead to benefits against this objective.</p> <p>Policies HW3 and HW4 are not considered to have any effect when considered against this objective.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve access to and involvement in lifelong learning opportunities.	HW4: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>HW1: ++</p> <p>HW2: +</p> <p>HW3: +</p> <p>HW4: +</p>	<p><b>S, M, L-T</b></p> <p><b>D, I</b></p> <p><b>R</b></p> <p><b>H</b></p>	<p>Borough wide</p>	<p>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 accessibility. 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 benefits against this objective. Health Impact Screening and subsequent assessments where required, may also help to reduce health inequalities through design mitigation measures in new development.</p> <p>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 benefits against this objective.</p> <p>The provision of indoor and outdoor sports facilities, through policy HW3, which are accessible by public transport, walking and cycling, could lead to benefits for health and wellbeing within the community. The needs of the community would be targeted through a review process, the results of which will be promoted for implementation through the policy. This could have direct positive benefits against this objective, should these facilities be implemented.</p> <p>Policy HW4 could have direct positive effects for the health of the local community, through reducing the risks to human health through contaminated land and reducing land instability.</p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p>	<p>HW1: 0</p> <p>HW2: 0</p>	<p>N/A</p>	<p>N/A</p>	<p>The Policies are not considered to have any significant effect on ensuring that housing provision meets all needs.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Ensure that housing meets acceptable standards Increase the availability of affordable housing	HW3: 0			
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	HW1: +	<b>M, L-T I R M</b>	Borough wide	Policy HW1 seeks to integrate public health principles and planning in order to help reduce health inequalities. Measures include the safeguarding and encouragement of allotments and garden plots within developments in order to provide access to healthy, affordable locally produced food options. This could create opportunities for community involvement and would improve relations between different social groups. The promotion of improvements to healthy lifestyles and developing a network of cycling and pedestrian routes within the Borough could also help to further a sense of community across the borough.  Policies HW2 and HW3 could have long term benefits for community wellbeing and cohesion, through seeking that community facilities are co-located and are accessible by sustainable modes of transport. This could improve relations between social groups in the long term.  Policy HW4 is not considered to have any effect when considered against this objective.
	HW2: +			
	HW3: +			
	HW4: 0			
<b>6. Improve sustainable access to basic goods</b> Ensure that public transport services meet people's needs	HW1: ++	<b>S, M, L-T I, D R M</b>	Borough wide	Policy HW1 seeks to identify sites for new facilities reflecting the spatial distribution of need and the importance of accessibility and public transport provision. This will ensure that the importance of access to new facilities is recognised spatially and the Objective is supported. More specifically, the policy seeks to develop a network of cycling and pedestrian routes throughout the borough. However, whether these will link to service centres is unclear.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>HW2: ++</p> <hr/> <p>HW3: ++</p> <hr/> <p>HW4: 0</p>			<p>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 benefits against this objective.</p> <p>The provision of indoor and outdoor sports facilities, through policy HW3, which are accessible by public transport, walking and cycling, could lead to benefits against this objective.</p> <p>Policy HW4 is not considered to have any effect when considered against this objective.</p> <p><i>It is recommended that point f) of policy HW1 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.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	<p>HW1: 0</p> <p>HW2: 0</p> <p>HW3: 0</p> <p>HW4: 0</p>	N/A	N/A	The policies are not considered to have any significant effect on encouraging sustainable economic growth and business development.
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p> <p>Improve accessibility to employment opportunities for those most at need</p>	<p>HW1: 0</p> <p>HW2: 0</p> <p>HW3: 0</p> <p>HW4: 0</p>	N/A	N/A	The policies are not considered to have any significant effect on promoting economic inclusion.
<p><b>9. Deliver urban renaissance</b></p> <p>Improve the vitality and vibrancy of town centres</p> <p>Improve access within urban areas by sustainable means</p>	<p>HW1: +</p> <p>HW2: +</p> <p>HW3: +</p>	<b>S, M, L-T I, D R M</b>	Borough wide	Policies HW1, HW2 and HW3 do not directly relate to delivering urban renaissance. However the provision of new community facilities that reflect the spatial distribution of need the importance of accessibility and public transport provision may contribute towards enhancing the reputation of urban areas as places to live, work and visit. This could provide indirect benefits.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>	HW4: ++			<p>Policy HW4 seeks a presumption in favour of previously developed land, some of which may be contaminated. The remediation of contaminated sites alongside the increased development within the settlements, could help to enhance the reputation of urban areas through an increased in vitality and vibrancy. This could lead to significant benefits against this objective.</p> <p><i>It is recommended that, further to the recommendation under SA Objective 6, that Policy HW1 point F include the consideration of a network of cycling and walking routes as part of the development of a multi-functional green infrastructure network.</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered 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>HW1: <b>0</b></p> <p>HW2: <b>0</b></p> <p>HW3: <b>0</b></p> <p>HW4: <b>+/-</b></p>	<p><b>S, M, L-T</b></p> <p><b>D</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Borough wide</p>	<p>Policies HW1, HW2 and HW3 are not considered to have any significant effect on protecting and enhancing biodiversity and geodiversity.</p> <p>Policy HW4 could lead to benefits for biodiversity through the remediation of contaminated sites, although would need to ensure that the biodiversity value of such sites is assessed ahead of development.</p> <p><i>It is recommended that point c) of the Policy HW4 is reworded, as it is unclear what is meant by the requirement. If it refers to the needs to consider amenity and conservation generally as part of development on previously developed sites, it is suggested that this text is provided in alternative policies, and so is unnecessary in this location. However, if the text specifically relates to contaminated land (for example, some contaminated sites have high levels of biodiversity value, including protected species such as Great Crested Newts), the intention should be made more explicit.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <p>Protect and enhance character and quality</p> <p>Minimise noise pollution</p> <p>Minimise light pollution</p>	<p>HW1: <b>0</b></p> <p>HW2: <b>0</b></p> <p>HW3: <b>0</b></p>	<p><b>S, M</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Borough wide</p>	<p>Policies HW1, HW2 and HW3 are not considered to have any significant effect on protecting and enhancing landscape and townscape character and quality and protecting tranquillity. The encouragement of development on previously developed sites within settlements through policy HW4, could have indirect positive benefits against this objective through protecting greenfield sites.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Promote sensitive design in development	HW4: +			
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	<p>HW1: 0</p> <p>HW2: 0</p> <p>HW3: 0</p> <p>HW4: 0</p>	N/A	N/A	<p>The policies are not considered to have any significant effect on protecting the historic environment.</p> <p>Townscape character and quality will be protected through other Local Plan policies including ENV6.</p>
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p>	<p>HW1: 0</p> <p>HW2: 0</p>	<b>S, M, L-T D, I IR M</b>	Contaminated sites	<p>Policies HW1, HW2 and HW3 are not considered to have any significant effect on protecting and enhancing the quality of water features and resources, and reducing the risk of flooding.</p> <p>Policy HW4 could reduce the levels of contaminated land. As stated in the supporting text to the policy within the Revised Preferred Option Local Plan, the disturbance of contaminated could mobilise pollutants, which could either cause first time pollution or worsen existing problems. This could threaten the quality of the water environment.</p> <p><i>Recommendation: it is recommended that the applicability of point c) of the policy is re-worded, should the intention be that this relates to reducing the potential impact of the</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	HW3: 0			<i>disturbance of contaminated sites on the water environment/natural environment. Also see recommendation under SA Objective 10.</i>
	HW4: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	<p>HW1: +</p> <p>HW2: +</p> <p>HW3: +</p> <p>HW4: +</p>	<p><b>S, M, L-T</b></p> <p><b>D, I</b></p> <p><b>IR</b></p> <p><b>M</b></p>	<p>Borough wide/ national contribution</p>	<p>Policy HW1 could contribute to minor benefits against this objective, through the promotion of healthy lifestyles and the development of a network of cycling and pedestrian routes throughout the borough. This could help to promote an increase in walking and cycling as a mode of transport, which could reduce greenhouse gas emissions from traffic.</p> <p><i>See recommendations under objectives 6 and 9 – this could lead to further benefits from reducing the need to travel by car as well as the potential for increased pollution sequestration.</i></p> <p>Policy HW2 seeks to promote the co-location of new community facilities, to provide a mix of uses and a range of services in on sustainable and accessible location. This could help to reduce car journeys, which could reduce emissions from transport.</p> <p>Policy HW3 supports the development of new indoor and outdoor sports facilities where they are readily accessible by public transport, walking and cycling. This could help to reduce the potential impact of new development, leading to potential benefits against this objective.</p> <p>Policy HW4 could reduce the levels of contaminated land. As stated in the supporting text to the policy within the Revised Preferred Option Local Plan, a major problem associated with contaminated land is the possible migration of methane from landfill sites. The supporting text states that <i>'this should be remedied before development begins on or adjacent to the site.'</i></p> <p><i>Recommendation: It is suggested that Policy HW4 could include wording to specifically state that remediation should be undertaken before any development commences. This could be added to point a), which could read (suggested text underlined): '...and controlled waters from land contamination. Any remedial works should be undertaken to the satisfaction of the local authority, ahead of the commencement of development.' This could help the implementation of the policy intentions.</i></p>
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	<p>HW1: +</p> <p>HW2: +</p>	<p><b>S, M, L-T</b></p> <p><b>D, I</b></p>	<p>Borough wide</p>	<p>Policy HW1 could contribute to minor benefits against this objective, through the promotion of healthy lifestyles and the development of a network of cycling and</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	HW3: +	<b>IR M</b>		<p>pedestrian routes throughout the borough. This could help to promote an increase in walking and cycling as a mode of transport, which could reduce harmful emissions from traffic.</p> <p><i>See recommendations under objectives 6 and 9 – this could lead to further benefits from reducing the need to travel by car as well as the potential for increased pollution sequestration.</i></p> <p>Policy HW2 seeks to promote the co-location of new community facilities, to provide a mix of uses and a range of services in on sustainable and accessible location. This could help to reduce car journeys, which could reduce emissions from transport.</p> <p>Policy HW3 supports the development of new indoor and outdoor sports facilities where they are readily accessible by public transport, walking and cycling. This could help to reduce the potential impact of new development, leading to potential benefits against this objective.</p> <p>Policy HW4 could reduce the levels of contaminated land. As stated in the supporting text to the policy within the Revised Preferred Option Local Plan, a major problem associated with contaminated land is the possible migration of methane from landfill sites. The supporting text states that <i>'this should be remedied before development begins on or adjacent to the site.'</i> This could improve air quality locally.</p> <p><i>See recommendation under SA Objective 14.</i></p>
	HW4: +			
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p>	HW1: +	<b>S, M, L-T D, I IR M</b>	Borough wide	<p>Policy HW1 seeks to safeguard and encourage the role of allotments, garden plots within developments and small scale agriculture and farmers markets in providing healthy, affordable locally produced food options. This supports the Objective in increasing the availability of locally sourced foods which may offer some sustainability benefits, as well as enabling the protection of soil quality in these areas.</p> <p>The co-location of facilities, as promoted through policy HW2, including the use of a single building for multiple uses, could reduce the need for increased new development to provide the same level of facilities. This could help to reduce pressure on natural resources.</p>
	HW2: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>HW3: 0</p> <p>HW4: ++</p>			<p>Policy HW3 is not considered to have any significant effect when considered against this objective.</p> <p>Policy HW4 seeks a presumption in favour of previously developed land, some of which may be contaminated. The remediation of contaminated sites alongside the increased development within the settlements, could help to reduce the amount of derelict land, reduce the amount of contaminated sites and improve soil quality.</p>

**Table G.10**

**Ch 12 Infrastructure, Service Provision and Transport**

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

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>INF1: <b>0</b></p> <p>INF2: <b>0</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p>N/A</p>	<p>N/A</p>	<p>The Policies are not considered to have any significant effect in reducing crime, disorder and fear of crime.</p>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>INF1: <b>+</b></p> <p>INF2: <b>+</b></p> <p>T1: <b>0</b></p> <p>T2: <b>0</b></p> <p>T3: <b>0</b></p> <p>T4: <b>0</b></p>	<p><b>S, M - T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Key development areas</p>	<p>Policy INF1 sees the Council support the delivery of a new secondary school in Fylde during the lifetime of the Local Plan, This could support the provision of an accessible facility for education.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Community facilities providing for the health (i.e. new or enhanced healthcare facilities) and wellbeing, social educational (i.e. schools), spiritual, recreational, leisure and cultural needs of the community. In particular, where appropriate, the Council will permit developers to provide the necessary infrastructure</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<p>themselves as part of their development proposals rather than making financial contributions.</p> <p>Contributions to community infrastructure would provide the opportunity for the provision of education and training facilities and would encourage the increase in levels of participation and attainment in education.</p> <p>Policies T1-T4 relate to transport improvements and enhancements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to educational attainment.</p>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: +</p> <p>T4: 0</p>	<p><b>S, M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy INF1 proposals seek to ensure that new community facilities are made accessible, and this would include healthcare.</p> <p>Policy INF2 seeks to have contributions made towards the mitigation of the impacts of new developments on infrastructure, services and the environment and contribute towards the requirements of the community through improved facilities for the health (i.e new or enhanced healthcare facilities) and wellbeing, social, spiritual, recreational, leisure and cultural needs of the community.</p> <p>Contributions to community infrastructure would provide the opportunity for the provision of public realm, healthcare and community facilities. Green infrastructure provision would provide open space, parks and outdoor sports facilities. Collectively these measures would contribute towards reducing health inequalities, improving access to health services and encouraging community cohesion.</p> <p>Policy T3 seeks to enhance sustainable transport choice by providing alternative means of transport such as walking and cycling through the provision of additional footpaths, cycle ways and bridleways where appropriate whilst protecting and enhancing the existing public rights of way network. Specifically, safeguarding land for the provision of a continuous footpath, cycleway and bridleway network along Fylde’s coastline. This would benefit community health and wellbeing.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>			
				Policies T1, T2 and T4 relate to highways improvements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute towards improving health or reducing health inequalities.			
<b>4. Ensure that housing provision meets all needs</b> Ensure that there is sufficient housing to meet identified needs in all areas Ensure that housing meets acceptable standards Increase the availability of affordable housing	INF1: <b>0</b>	<b>M, L-T</b>	Key development areas	Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community.  Contributions by developers towards affordable housing would ensure an increase in the availability of affordable housing.  Policies T1-T4 relate to transport improvements and enhancements, development at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to ensuring all housing provision needs are met.			
	INF2: <b>+</b>				<b>D</b>		
	T1: <b>0</b>					<b>R</b>	
	T2: <b>0</b>						<b>L</b>
	T3: <b>0</b>						
T4: <b>0</b>							
<b>5. Protect and enhance community spirit and cohesion</b> Develop opportunities for community involvement Improve relations between all social groups	INF1: <b>0</b>	<b>S, M, L-T</b>	Key development areas	Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community.  Contributions by developers towards community facilities and green infrastructure would provide opportunities for the development of libraries, public realm, health and educational facilities, play areas and open spaces collectively these features would increase opportunities for community involvement and contribute to improving relations between all social groups.  The proposed new Local Service Centre will develop opportunities for community involvement and a local landmark will enhance community cohesion and identity.  Policy T3 seeks to enhance sustainable transport including in rural areas this could be positive for community cohesion.  Policies T1, T2 and T4 relate to highways improvements, open land at Blackpool International Airport and parking standards within the Borough and therefore would not clearly contribute to protecting and enhancing community spirit and cohesion.			
	INF2: <b>+</b>				<b>I</b>		
	T1: <b>0</b>					<b>R</b>	
	T2: <b>0</b>						<b>M</b>
	T3: <b>+</b>						
	T4: <b>0</b>						

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: +</p> <p>T2: 0</p> <p>T3: ++</p> <p>T4: +/-</p>	<p><b>S, M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy INF1 requires new development to consider access to services and particularly where appropriate requires proposals to demonstrate how access to services will be achieved by means other than the car and where appropriate to demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended users of the development. This Policy supports the Objective and seeks to promote developers’ consideration for sustainable travel modes.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions by developers to transport, such as highway, rail, bus and cycle/footpath network would promote the use of sustainable travel modes reduce dependence on the private car. The policy also seeks to improve access to cultural and recreational facilities and open space by enhancing the functionality, quality, connectivity and accessibility of the Green Infrastructure network such as outdoor sports facilities and open space including the Ribble Coast and Wetlands, Fylde’s Coastal Change Management Areas stretching from Starr Hills to Savick Brook in the south and along the River Wyre in the north and Lancaster Canal.</p> <p>Policy T1 seeks to support the improvement of strategic highways within the Borough which would ensure that people’s highways infrastructure needs are met.</p> <p>T2 relates to open land at Blackpool International Airport and is therefore not likely to affect sustainable access to basic goods, however the Council will support improvements to surface access (public transport) to the airport from surrounding areas and other transport nodes.</p> <p>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</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				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.  Parking standards outlined in Policy T4 would increase access although not necessarily by sustainable means.
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p> <p>Encourage sustainable tourism</p> <p>Encourage sustainable farm diversification</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: +</p> <p>T2: +</p> <p>T3: +</p> <p>T4: +</p>	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	Key development areas	<p>Policy INF1 and INF2 seek improved access and infrastructure which can indirectly attract inward investment. Contributions to infrastructure can also indirectly attract inward investment.</p> <p>Policy INF2 seeks to provide a new Local Service Centre at Whitehills and Warton to create retail centres. This will have a positive effect on local businesses, local employment and meet the needs of the local residents.</p> <p>Strategic highways improvements outlined in Policy T1 and improvements to Blackpool Airport in Policy T2 can help link Fylde to the wider regional economy and encourage commercial activity.</p> <p>Policy T3 seeks to enhance sustainable transport choice by providing alternative means of transport including cycling and walking which may help to reduce congestion and could benefit sustainable tourism. Travel plans for all new developments may help generate significant amounts of movement, including both employment and residential to increase and diversify employment opportunities. The policy also states a desire to improve public transport between the Strategic Locations for Development and nearby town centres and employment areas. This may improve the access to employment land for local residents.</p> <p>The application of parking standards in Policy T4 would encourage residents and tourists to use town centre facilities and attractions.</p>
<p><b>8. Promote economic inclusion</b></p> <p>Reduce levels of unemployment in areas most at need</p>	<p>INF1: +</p> <p>INF2: +</p> <p>T1: +</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p>	Key development areas	<p>Policy INF1 and INF2 seek improved access and infrastructure and Policy T3 seeks to enhance sustainable transport choice which may contribute to improving accessibility to employment opportunities by public transport across the borough and this may benefit less economically mobile people.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve accessibility to employment opportunities for those most at need	T2: + T3: + T4: 0	<b>M</b>		Strategic highways improvements outlined in Policy T1 and improvements to Blackpool Airport in Policy T2 can help link Fylde to the wider regional economy and encourage commercial activity.  Policy T4 relates to applying parking standards and therefore is not likely to offer significant benefits to promoting economic inclusion.
<p><b>9. Deliver urban renaissance</b></p> <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>INF1: +</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: +</p> <p>T3: +</p> <p>T4: 0</p>	<p><b>M-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	Key development areas	<p>Strong transport infrastructure, especially via sustainable means and co-location of community facilities and residential areas outlined in Policy INF1 can all contribute to urban renaissance.</p> <p>Subject to viability, policy INF2 expects development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space, parks and other outdoor facilities and attractions in the area. The provision of transport means such as bus, cycle and footpath networks would improve access within urban areas by sustainable means. A newly designed public realm could improve the vitality and vibrancy of the town centre and support the preservation of a high quality built environment. The improvement of the area will enhance the reputation as a desirable place to live, work or visit.</p> <p>Policy T3 encourages the use of public transport which would also support access to sustainable travel means within urban areas with the provision of a rail/bus/tram interchange whilst protecting existing public rights of ways and safeguarding footpaths, cycleways and bridleways. The policy also seeks to generate greater movement between residential and employment areas promoting adjacency between different land uses.</p> <p>Policies T1, T2 and T4 relate to parking standards, transport and infrastructure improvements which do not significantly benefit the Objective. However, the council will support public transport access to Blackpool Airport from surrounding areas and other transport nodes.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered 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>INF1: --</p> <p>INF2: +</p> <p>T1: --</p> <p>T2: --</p> <p>T3: +</p> <p>T4: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Development areas</p>	<p>The HRA Screening Report states that there is potential for significant indirect effects from policies INF1, T1 and T2, as the policy provides for development that is very close to European sites and may increase disturbance as a result of increased recreational pressures.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space and parks and enhancing and conserving biodiversity and management of environmental sensitive areas (See Policies ENV3 and ENV4).</p> <p>T3 seeks to reduce the environmental impact of transport which would protect biodiversity.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the natural and built environment although these would be national projects outside the control of the Council.</p> <p><i>It is recommended that INF1 makes reference to the environmental impacts of infrastructure being appropriately considered in applications.</i></p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <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>INF1: 0</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: 0</p> <p>T4: 0</p>	<p><b>M-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy INF2 expects new development to contribute towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. The Policy would encourage green infrastructure provision such as open space and parks and enhancing and conserving biodiversity and management of environmental sensitive areas (See Policies ENV3 and ENV4). This would contribute to the protection and enhancement of the Fylde landscape.</p> <p>A newly designed public realm could reflect and enhance the character of the area including the landscape and townscape to add to the quality and distinctiveness.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				Strategic highways improvements in Policy T1 have the potential to affect landscape and townscape character although these would be national projects outside the control of the Council.
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	<p>INF1: ?</p> <p>INF2: +</p> <p>T1: ?</p> <p>T2: 0</p> <p>T3: +</p> <p>T4: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	Key development areas	<p>Policy INF1 may contribute to achieving the Objective however any positive impacts may depend on location therefore benefits to the cultural heritage resource are uncertain.</p> <p>Policy INF2 expects new development to contribute towards the mitigation of its impacts therefore contributions may be made towards heritage assets as well as green infrastructure.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the historic built environment although these would be national projects outside the control of the Council.</p> <p>The provision of alternative sustainable transport means in Policy T3 may help to reduce congestion in historic town centres e.g. Conservation Areas.</p> <p>Policy T4 is not considered likely to have an effect on protecting and enhancing the cultural heritage resource.</p>
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p>	<p>INF1: 0</p> <p>INF2: +</p> <p>T1: 0</p> <p>T2: 0</p> <p>T3: 0</p> <p>T4: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	Key development areas	<p>Policy INF2 requires developments to make a contribution towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions made to utilities and waste (where provision does not fall within the utility providers legislation obligations) and contributions made to flood risk management and coastal defences (including strategic flood defence measures and local flood risk management measures) and sustainable drainage measures (both on site and borough wide, including the retrofitting of sustainable drainage systems – SuDS; including potentially as part of green infrastructure. (see Policy CL1), would encourage the inclusion of flood mitigation measures and would contribute to the reduction of flooding.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures				Strategic highways improvements in Policy T1 have the potential to affect the water environment although these would be national projects outside the control of the Council.
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	INF1: + INF2: + T1: 0 T2: 0 T3: + T4: -	<b>M, L-T I, D R M</b>	Key development areas	Policy INF1 seeks to demonstrate access by means other than the private car which would offer benefits in contributing to reducing vehicular emissions. Policy INF2 requires developments to make a contribution towards the mitigation of its impacts on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions made climate change and energy initiatives through allowable solutions would contribute towards a climate change adaptation approach. Strategic highways improvements in Policy T1 have the potential to affect carbon emissions although these would be national projects outside the control of the Council. Expansion at Blackpool International Airport could lead to an increase in CO <sub>2</sub> . Policy T3 seeks to enhance sustainable transport choice. This support the Objective and would see a reduction in the environmental impact of transport through suitable mitigation and design; would reduce congestion in the Borough's key service centres and would reduce transport CO <sub>2</sub> emissions and other greenhouse gases through the encouraging a greater usage of public transport. Policy T4 and the application of parking standards may encourage increased car use if parking is provided which would lead to an increase in carbon emissions.
<b>15. Protect and improve air quality</b> Protect and improve local air quality	INF1: + INF2: +	<b>M, L-T D</b>	Borough wide	Policies INF1, INF2 and T3 each contain elements that support reducing the use of cars and increasing more sustainable modes of travel such as public transport, walking and

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	T1: 0	R M		<p>cycling through the provision of pathways and networks and consideration of sustainable means prior at the proposal stage. These measures contribute to reducing reliance on private cars which in turn will serve to protect and improve air quality within the Borough.</p> <p>Strategic highways improvements in Policy T1 have the potential to affect the air quality although these would be national projects outside the control of the Council.</p> <p>Expansion at Blackpool International Airport could lead to an increase in CO<sub>2</sub>.</p> <p>Policy T4 and the application of parking standards may encourage increased car use if parking is provided which would lead to an increase in carbon emissions and would adversely affect air quality.</p>
	T2: 0			
	T3: +			
	T4: -			
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	INF1: +	M, L-T D R M	Borough wide	<p>Policy INF1 seeks to coordinate the timescale for delivery of development with the delivery of infrastructure, in particular drainage infrastructure. This will have a positive impact on the production of waste and waste water treatment facilities. The Policies are not considered to have any significant effect on ensuring the sustainable use of natural resources, though strategic highways improvements in Policy T1 have the potential to affect the water environment although these would be national projects outside the control of the Council.</p> <p><i>It is recommended that Policy INF1 should contain some reference to the use of sustainable natural resources where appropriate.</i></p>
	INF2: 0			
	T1: 0			
	T2: 0			
	T3: 0			
	T4: 0			

**Table G.11**

**Ch 13 Water Resource Management, Flood Risk and Addressing Climate Change**

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

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>1. Reduce crime, disorder and fear of crime</b></p> <p>Reduce levels of crime</p> <p>Reduce the fear of crime</p> <p>Reduce levels of anti-social behaviour</p> <p>Reduce alcohol and drug misuse</p> <p>Encourage security by design</p>	<p>CL1: <b>0</b></p> <p>CL2: <b>0</b></p> <p>CL3: <b>0</b></p> <p>CL4: <b>0</b></p>	<p>N/A</p>	<p>N/A</p>	<p>The Policies are not considered to have any significant effect in reducing crime, disorder and fear of crime.</p>
<p><b>2. Improve levels of educational attainment and encourage lifelong learning</b></p> <p>Maintain and 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>CL1: <b>0</b></p> <p>CL2: <b>0</b></p> <p>CL3: <b>0</b></p> <p>CL4: <b>0</b></p>	<p>N/A</p>	<p>N/A</p>	<p>The Policies are not considered to have any significant effect in improving levels of educational attainment and encouraging lifelong learning.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	CL1: +	<b>S, M, L-T</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.	<p>Policy CL1 states all new development is required to minimise flood risk and includes a number of measures to avoid impacts on human health. Note flooding can cause indirect mental health effects. The management of surface water may seek more sustainable options to protect the health of new development residents. The policy also seeks to ensure there is no risk of pollution to controlled waters from land contamination on previously developed sites.</p> <p>Policy CL2 states that all new development must utilise Sustainable Drainage Systems (SuDs) whenever practical; and reduce discharge to greenfield run-off rates wherever feasible.</p> <p>Some renewable energy schemes (e.g. wind) have potential to cause adverse indirect effects on wellbeing. However Policy CL3 is clear to identify that implications on local residents should be satisfactorily addressed.</p> <p>Policy CL4 encourages the consideration of district heating schemes. This has potential to contribute to cohesion through community collaboration.</p>
	CL2: +			
	CL3: +			
	CL4: +			
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	CL1: 0	N/A	N/A	The Policies do not directly relate to housing provision. However Policy CL4 does include measures which relate to sustainable design in housing.
	CL2: 0			
	CL3: 0			
	CL4: 0			
<p><b>5. Protect and enhance community spirit and cohesion</b></p>	CL1: +	<b>S, M, L-T</b>	Key development areas especially those at risk of flooding e.g.	Policy CL1 seeks to reduce flood risk which will encourage healthier and happier communities.
	CL2: +			
	CL3: +			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	CL4: +	<b>M</b>	Ribble Estuary coast and low lying areas inland.	<p>Policy CL2 seeks to manage surface water run-off and sustainable drainage which can contribute to a healthier living environment for the community.</p> <p>Policy CL4 encourages the consideration of district heating schemes which has the potential to contribute to cohesion through community collaboration.</p> <p>Policy CL3 encourages renewable energy development so long as impacts on local residents can be satisfactorily addressed. Some renewable energy schemes can adversely affect community spirit if inappropriate. There is some uncertainty whether the Policy is clear enough in reducing adverse effects.</p> <p><i>Policy CL3 would be clearer if 'satisfactorily addressed' is changed to 'satisfactorily mitigated'</i></p>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p>	<p>CL1: +</p> <p>CL2: 0</p> <p>CL3: 0</p> <p>CL4: 0</p>	<b>S, M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.	Policy CL1 seeks to maximise the potential of Green Infrastructure within developments. This would contribute to improving access to good quality rights of way network.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Improve access to good quality rights of way network				
<b>7. Encourage sustainable economic growth and business development</b> Diversify the employment opportunities Increase employment opportunities Encourage economic growth Encourage new business formation Improve access to employment land Encourage sustainable tourism Encourage sustainable farm diversification	CL1: + CL2: + CL3: + CL4: +	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	New development sites e.g. Blackpool periphery Kirkham, Wesham	In seeking to reduce flood risk, Policies CL1 and CL2 will protect new employment sites from flooding. Policies CL3 and CL4 seeks to encourage renewable energy developments and decentralised energy networks and district heating systems which could see the formation of new energy businesses such as plant and animal biomass and energy from waste and increase and diversify employment opportunities, potentially making the area more attractive to inward investment.  <i>Farms can have an important role to play in flood risk management e.g. the use of farmland for wetland or flood storage. It is recommended that CL1 makes reference to this and the procedures of the Local Flood Risk Management Strategy and the Ribble Estuary Shoreline Management Plan (SMP).</i>
<b>8. Promote economic inclusion</b> Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	CL1: 0 CL2: 0 CL3: + CL4: 0	N/A	N/A	Policy CL3 identifies the importance of renewable and low carbon energy potential in any development and seeks to provide community, economic and environmental benefits in any proposal.
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means	CL1: + CL2: + CL3: + CL4: +	<b>M, L-T</b> <b>I</b> <b>R</b> <b>M</b>	New development sites	Policy CL1 seeks to maximise the potential of Green Infrastructure within developments. This would contribute towards promoting the development of multi-function green infrastructure in urban areas. Policy CL2 addresses the maintenance of sustainable drainage. Successful treatment of surface on new developments would support the preservation or development of a high quality built environment.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<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>Policy CL3 encourages renewable energy development in key settlement urban areas and seeks to enhance the community, economic and environmental benefits for a proposal.</p> <p>Policy CL4 encourages small scale decentralised energy schemes to be included in community led initiatives to make new developments more energy efficient, sustainable and more attractive to live in urban areas.</p>
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered 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>CL1: +</p> <p>CL2: 0</p> <p>CL3: +/-</p> <p>CL4: 0</p>	N/A	N/A	<p>Policy CL1 ensures that watercourses that require consent are also important aquatic habitats are protected from encroachment and adverse impacts.</p> <p>Policies CL2-CL4 are not considered to have any significant effect on protecting and enhancing biodiversity and geodiversity. However SuDS and green infrastructure can be combined with biodiversity enhancement measures to increase wildlife connectivity.</p> <p>Policy CL3 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect wildlife if inappropriately developed. However, the ecological impact on mammals and birds on protected sites and on the migratory routes and functionally linked sites is considered in the policy. The HRA Screening Report states that there is potential for significant effects, as the policy provides for new development that could be located on land which could potentially constitute functionally linked land associated with European sites.</p> <p><i>It is recommended that ecological impacts to bats are also included. This could be strengthened further by reference to the provisions of Policy ENV1 with regard to protection of international designated sites. The HRA further recommends that the policy should include a caveat that prevents potentially damaging proposals from occurring (unless the potential effects on European sites have been resolved). The Policy should</i></p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
				<i>also state that project-specific HRA of any wind farm or solar park developments near to the SPA/Ramsar sites will be required, and that these HRAs will need to demonstrate that there will be no significant effect on the qualifying features of these sites before they can be granted consent.</i>
<b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b>  Protect and enhance character and quality  Minimise noise pollution  Minimise light pollution  Promote sensitive design in development	CL1: +	N/A	N/A	The Policies are not considered to have any significant effect on protecting and enhancing landscape and townscape character and quality and protecting tranquillity.  Provision of green infrastructure as part of measures in Policy CL1 can benefit landscape/ townscape. Policy CL1 also ensures there is no risk of pollution to controlled waters from land contamination on previously developed sites.  Policy CL3 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect landscape if inappropriately developed. However Policy CL3 does identify the need to consider singular and cumulative impacts on the landscape/townscape character and the potential noise, odour and visual amenity impact for the local residents.
	CL2: 0			
	CL3: +			
	CL4: 0			
<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  Protect and enhance historic landscape value and its setting  Protect and enhance undesignated heritage assets and their setting  Protect and enhance townscape character and quality	CL1: 0	N/A	N/A	Policies CL1, CL2 and CL4 are not considered to have any significant effect on protecting and enhancing the cultural heritage resource.  Policy CL3 provides the development of renewable energy schemes. Some of these e.g. wind turbines have potential to adversely affect heritage provisions if inappropriately developed. However Policy CL3 does identify the need to consider singular and cumulative impacts on the historic environment and assets and protect those heritage assets and their settings
	CL2: 0			
	CL3: +			
	CL4: 0			
	CL1: ++	<b>M, L-T</b>		

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p> <p>Protect and enhance ground and surface water quality</p> <p>Protect and improve the quality of bathing waters</p> <p>Maintain and improve the quality of groundwater</p> <p>Protect and enhance coastal water quality</p> <p>Reduce and manage flooding</p> <p>Encourage the inclusion of flood mitigation measures</p>	CL2: ++	<b>D R M</b>	Key development areas especially those at risk of flooding e.g. Ribble Estuary coast and low lying areas inland.	<p>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.</p> <p>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.</p>
	CL3: 0			
	CL4: 0			
<p><b>14. Limit and adapt to the impacts of climate change</b></p> <p>Reduce greenhouse gas emissions</p> <p>Reduce the demand for energy and increase energy efficiency</p> <p>Increase the use of renewable energy</p> <p>Reduce CO<sub>2</sub> emissions from the transport sector</p>	CL1: +	<b>M, L-T I, D R M</b>	Borough wide	<p>Policy CL1 seeks to adapt to flood risk which may be associated with climate change through ensuring development is located away from high risk areas and mitigated against for low risk areas.</p> <p>Policy CL3 specifically promotes renewable energy and low carbon generation.</p> <p>Policy CL4 encourages renewable energy development which may contribute to reducing the demand for energy and increase energy efficiency.</p>
	CL2: 0			
	CL3: ++			
	CL4: ++			
<p><b>15. Protect and improve air quality</b></p> <p>Protect and improve local air quality</p>	CL1: 0	N/A	N/A	The Policies are not considered to have any significant effect on protecting and improving air quality.
	CL2: 0			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	CL3: 0			
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>CL1: 0</p> <p>CL2: 0</p> <p>CL3: +</p> <p>CL4: 0</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>Policy CL3 provides the development of renewable energy schemes. Some of these have potential to adversely affect peat resources if developed inappropriately. However the Policy includes specific provision to consider the impact on land resources including agricultural land and deep peat resources.</p>

**Table G.12**  
**Ch 14 Conserving and Enhancing the Natural, Historic and Built Environment**

Policy ENV1: Landscape  
 Policy ENV2: Biodiversity  
 Policy ENV3: Development in the Nature Improvement Area  
 Policy ENV4: Protecting Existing Open Space (The Green Infrastructure Network)  
 Policy ENV5: Provision of New Open Space (The Green Infrastructure Network)  
 Policy ENV6: Historic Environment

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<b>1. Reduce crime, disorder and fear of crime</b> Reduce levels of crime Reduce the fear of crime Reduce levels of anti-social behaviour Reduce alcohol and drug misuse Encourage security by design	ENV1: <b>0</b>	<b>S, M-T</b>  <b>I</b>  <b>R</b>  <b>L</b>	Key development areas	Policies ENV1-ENV6 relate to landscape and biodiversity protection, open space and green infrastructure provision, heritage assets protection and enhancement and design standards in new development. They are not considered to have any significant effect on reducing crime, disorder and fear of crime.  <i>It is recommended that Policy ENV5 should include reference to ‘safe’ green spaces.</i>
	ENV2: <b>0</b>			
	ENV3: <b>0</b>			
	ENV4: <b>0</b>			
	ENV5: <b>0</b>			
	ENV6: <b>0</b>			
<b>2. Improve levels of educational attainment and encourage lifelong learning</b> Maintain and increase levels of participation and attainment in education for all members of society. Improve the provision of education and training facilities Improve access to and involvement in lifelong learning opportunities.	ENV1: <b>0</b>	<b>S, M-T</b>  <b>I</b>  <b>R</b>  <b>L</b>	Key development areas	Policy ENV6 seeks to protect and where possible enhance heritage assets through supporting development which provides opportunities for learning and regeneration.  Policies ENV1-ENV5 relate to landscape and biodiversity protection, open space and green infrastructure provision, management and enhancement and design standards in new development. They are not considered to have any significant effect on improving educational attainment.
	ENV2: <b>0</b>			
	ENV3: <b>0</b>			
	ENV4: <b>0</b>			
	ENV5: <b>0</b>			
	ENV6: <b>+</b>			

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>3.Improve physical and mental health for all and reduce health inequalities</b></p> <p>Reduce health inequalities amongst different groups in the community</p> <p>To improve access to health and social care services</p> <p>Encourage the development of strong and cohesive communities</p>	<p>ENV1: 0</p> <p>ENV2: +</p> <p>ENV3: +</p> <p>ENV4: ++</p> <p>ENV5: 0</p> <p>ENV6: 0</p>	<p><b>M-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>L</b></p>	<p>Key development areas, St. Annes, Lytham</p>	<p>Policy ENV4 seeks to protect the existing open space and green infrastructure within Fylde and Policy ENV5 seeks to provide accessible open space and green infrastructure appropriately within housing development. These Policies will contribute to providing opportunities to encourage healthy active lifestyles and quality natural living environments.</p>
<p><b>4. Ensure that housing provision meets all needs</b></p> <p>Ensure that there is sufficient housing to meet identified needs in all areas</p> <p>Ensure that housing meets acceptable standards</p> <p>Increase the availability of affordable housing</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: +</p> <p>ENV6: 0</p>	<p><b>M-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>Policy ENV5 addresses the requirement for amenity open space with new housing developments. This open space provision should be met with acceptable access and dimensional housing standards. For smaller non-strategic site applications an off-site contribution is preferable to contribute towards the need to meet housing needs in an area.</p>
<p><b>5. Protect and enhance community spirit and cohesion</b></p> <p>Develop opportunities for community involvement</p> <p>Improve relations between all social groups</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: +</p> <p>ENV4: +</p> <p>ENV5: +</p> <p>ENV6: +</p>	<p>N/A</p>	<p>N/A</p>	<p>Policies ENV4 and ENV5 relate to open space and green infrastructure provision, enhancement and management, while ENV6 relates to heritage assets protection and enhancement and design standards in new development and primarily, public open spaces for people to gather and enjoy will help to protect and enhance community spirit and cohesion.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p><b>6. Improve sustainable access to basic goods</b></p> <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> <p>Improve access to open space</p> <p>Improve access to good quality rights of way network</p>	<p>ENV1: 0</p> <p>ENV2: +</p> <p>ENV3: +</p> <p>ENV4: +</p> <p>ENV5: ++</p> <p>ENV6: +</p>	N/A	N/A	<p>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. ENV6 relates to heritage assets protection and enhancement and design standards in new development. The policies allow for the improvement of access to cultural facilities and there is provision for the improvement of public open spaces.</p>
<p><b>7. Encourage sustainable economic growth and business development</b></p> <p>Diversify the employment opportunities</p> <p>Increase employment opportunities</p> <p>Encourage economic growth</p> <p>Encourage new business formation</p> <p>Improve access to employment land</p>	<p>ENV1: +</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p> <p>ENV6: +</p>	N/A	N/A	<p>The Policies are not considered to have any significant effect on encouraging sustainable economic growth and business development however a good quality natural and built environment can be attractive to inward investment offering cumulative benefits with other policies.</p> <p>Policy ENV6 highlights the Council’s plan to identify opportunities to promote the district’s heritage assets through tourism, culture and economic development, including Fairhaven Lake. This may be preserved by the Coastal Change Management Area’s</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Encourage sustainable tourism Encourage sustainable farm diversification				desire to maintain the tourism value of facilities along the coastline identified in Policy ENV1.
<b>8. Promote economic inclusion</b> Reduce levels of unemployment in areas most at need Improve accessibility to employment opportunities for those most at need	ENV1: 0 ENV2: 0 ENV3: 0 ENV4: 0 ENV5: 0 ENV6: 0	N/A	N/A	The Policies are not considered to have any significant effect on promoting economic inclusion.
<b>9. Deliver urban renaissance</b> Improve the vitality and vibrancy of town centres Improve access within urban areas by sustainable means Promote adjacency of employment, recreation and residential areas in urban areas Support the preservation and / or development of a high quality built environment Promote the development of multi-functional green infrastructure in urban areas	ENV1: 0 ENV2: + ENV3: + ENV4: ++ ENV5: + ENV6: +	<b>M-T I R M</b>	Key development areas	Policy ENV2 seeks to protect nature conservation sites or sites of particular local importance. In this instance, development will only be permitted where it is necessary to meet an overriding local public need whilst maintaining a high quality built environment. Policy ENV4 seeks to protect existing open space and green infrastructure. The Green Infrastructure network could help to improve accessibility and open spaces across the plan area, leading to major benefits against this Objective. Policy ENV5 seeks financial contributions through the Community Infrastructure Levy to assist schemes for open space and green infrastructure where a need is identified. As well as this, opportunities to link green infrastructure resources to create multi- functional green infrastructure network will be maximised. Policy ENV6 supports initiatives that seek to protect and enhance built heritage and protect local character.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Enhance the reputation of urban areas as places to live, work and visit				
<p><b>10. Protect and enhance biodiversity and geodiversity</b></p> <p>Protect and enhance designated sites of nature and geological conservation importance</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 endangered 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>ENV1: ++</p> <p>ENV2: ++</p> <p>ENV3: ++</p> <p>ENV4: +</p> <p>ENV5: +</p> <p>ENV6: 0</p>	<p><b>M, L-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Development areas</p>	<p>Policy ENV1 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.</p> <p>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.</p> <p>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.</p> <p>Policy ENV4 and ENV5 seek the protection of existing open spaces and green infrastructure as well as their incorporation into new design this will provide people with greater opportunity to access open spaces.</p>
<p><b>11. Protect and enhance landscape and townscape character and quality and protect tranquillity</b></p> <p>Protect and enhance character and quality</p> <p>Minimise noise pollution</p>	<p>ENV1: ++</p> <p>ENV2: +</p> <p>ENV3: 0</p> <p>ENV4: +</p> <p>ENV5: +</p>	<p><b>M-T</b></p> <p><b>I, D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Key development areas</p>	<p>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.</p> <p>Policy ENV2 seeks to avoid damage to nature conservation sites and ecological networks and loss of the undeveloped open character of a site.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
<p>Minimise light pollution</p> <p>Promote sensitive design in development</p>	ENV6: +			<p>Policies ENV 4 and ENV5 focus on green infrastructure and open space provision, management and enhancement all of which will contribute to protecting and enhancing landscape within the Borough.</p> <p>Policy ENV6 seeks to protect heritage assets of the Borough by safeguarding them from inappropriate development and supporting development or initiatives that protect the local character and historic significance of heritage assets. This would protect and enhance the character and quality of these features. A positive design contribution is considered admirable, meaning massing and height of any building should closely relate to adjacent buildings and not have unacceptable impact on townscape and landscape.</p>
<p><b>12. Conserve and enhance the historic environment, heritage assets and their setting</b></p> <p>Protect and enhance historic buildings and archaeological sites and their setting</p> <p>Protect and enhance historic landscape value and its setting</p> <p>Protect and enhance undesignated heritage assets and their setting</p> <p>Protect and enhance townscape character and quality</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: +</p> <p>ENV5: 0</p> <p>ENV6: ++</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	Key development areas	<p>Policy ENV4 prevents development that may harm the historic environment including historical/listed buildings or any open space that has a historic landscape value.</p> <p>Policy ENV6 directly supports the Objective 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 develop a Built Heritage Strategy and Action Plan for Fylde which will only serve to ensure the consistent and long term protection of heritage assets.</p>
<p><b>13. Protect and enhance the quality of the water environment and reduce the risk of flooding</b></p> <p>Encourage sustainable use of water resources</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p>	<p><b>M, L-T</b></p> <p><b>I</b></p> <p><b>R</b></p> <p><b>M</b></p>	Key development areas	<p>Policies ENV1-ENV6 are not considered to have any significant effect on protecting and enhancing the quality of water features and resources and reducing the risk of flooding however there may be indirect effects on protecting water quality through provision of green infrastructure. This can help infiltration rates and combine usefully with SuDS schemes.</p>

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
Protect and enhance ground and surface water quality Protect and improve the quality of bathing waters Maintain and improve the quality of groundwater Protect and enhance coastal water quality Reduce and manage flooding Encourage the inclusion of flood mitigation measures	ENV6: 0			
<b>14. Limit and adapt to the impacts of climate change</b> Reduce greenhouse gas emissions Reduce the demand for energy and increase energy efficiency Increase the use of renewable energy Reduce CO <sub>2</sub> emissions from the transport sector	ENV1: 0 ENV2: 0 ENV3: 0 ENV4: 0 ENV5: 0 ENV6: 0	N/A	N/A	Policies ENV1-ENV6 are not considered to have any significant effect on limiting and adapting to the impacts of climate change.
<b>15. Protect and improve air quality</b> Protect and improve local air quality	ENV1: 0 ENV2: 0 ENV3: 0 ENV4: 0 ENV5: 0	N/A	N/A	The Policies are not considered to have any significant effect on protecting and improving air quality.

Objective	Performance of Policy	Temporal Scale Nature of Impact (Direct/Indirect) Reversibility Certainty	Geographical Extent	Commentary <i>Mitigation/Enhancement Measures</i>
	ENV6: 0			
<p><b>16. Ensure the sustainable use of natural resources</b></p> <p>Reduce the demand for raw materials</p> <p>Promote the use of recycled and secondary materials in construction</p> <p>Reduce the amount of derelict and vacant land</p> <p>Ensure that contaminated land will be guarded against</p> <p>Encourage development of brownfield land where appropriate</p> <p>Maintain and enhance soil quality</p> <p>Increase the proportion of waste recycling and re-use</p> <p>Reduce the production of waste</p> <p>Reduce the proportion of waste landfilled</p>	<p>ENV1: 0</p> <p>ENV2: 0</p> <p>ENV3: 0</p> <p>ENV4: 0</p> <p>ENV5: 0</p> <p>ENV6: 0</p>	<p><b>M, L-T</b></p> <p><b>D</b></p> <p><b>R</b></p> <p><b>M</b></p>	<p>Borough wide</p>	<p>The Policies are not considered to have any significant effect on this objective.</p>

Appendix H

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## Non-Strategic Site Assessments (2015)

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# Housing Sites

## Key to Non-Strategic Sites Assessment

	IN CONFORMITY WITH THE CRITERION		NOT RELEVANT TO CRITERION/ NEUTRAL EFFECTS
	Partially meets the criterion/ possibly in conflict with the criterion/ some constraints identified	?	Insufficient information available to determine effect
	In conflict with the criterion		

### H.1 – Lytham and St Annes

Site	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2		
<b>Lytham and St Annes</b>																														
HS-SA2	Queen Mary School, Clifton Drive South, St Annes		?												?															?
HS-LY2	Jubilee House, East Beach, Lytham		?												?		?													?
HS-LY3	Ashton Nurseries, Mythop Road, Lytham		?												?															?
HS-SA4	The Gables, 35-39 Orchard Road, St Annes		?												?															?
HS-SA5	7-8 St Georges Square, St Annes		?												?															?

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting		13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	2	3	4	1	2	1	2		
HS-SA6	68 North Promenade & 1 Sandgate, St Annes	?	?												?															
HS-SA7	Petros House, St Andrews Road North, St Annes	?	?												?															
HS-SA8	1 Lord Street, St Annes	?	?												?															
HS-SA9	Kwik Save, St Annes	?	?												?															
HS-SA10	Fairways, Heeley Road, St Annes	?	?												?															
HS-SA11	Kingsway Garage, St Annes	?	?												?															
HS-SA12	35-37 South Promenade, St Annes	?	?												?															
HS-LY4	Axa, Lytham	?	?												?															
HS-SA13	23 - 33 Fairhaven Road, St Annes	?	?												?		?													
HS-LY5	Land to the West, Ballam Road, Lytham	?	?												?	?														
HS-SA14	Public Offices, Clifton Drive South, St Annes	?	?												?															
HS-LY6	Land North of Shell Hill Farm, Saltcotes Road, Lytham	?	?												?	?														

	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>	<p>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 Anne's-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. 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 HS-LY5 and HS-LY6. 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. HS-LY3, HS-LY5 and HS-LY6 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 HS-LY5 are located on brownfield land. The majority of HS-LY2 is located within flood zone 2 and 3 with some of the site benefitting from flood defences. HS-LY4 and HS-LY5 are partly within flood zone 2. HS-LY3 and HS-LY6 are 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 HS-LY3 which is below 1ha. HS-LY5 is also directly adjacent to a drain therefore pollution prevention measures would be required during construction. HS-LY4 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. There is a Tree Preservation Order (TPO) to the north west boundary of HS-LY2 and within HS-LY2 therefore consultation with the Council would be needed if potential effects or loss may be likely.</p>																											



H.3 – Warton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
<b>Warton</b>																														
HS-WA1	Riversleigh Farm, Warton	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Green	Green	Green	Green	?	Green	Green	Yellow	Red	?
HS-WA2	Nine Acres Nursery, Harbour Lane Phase 1	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Yellow	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Red	Green	Green	Yellow	Red	?	
HS-WA3	Georges Garage, Warton	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Green	Green	Green	Green	?	Green	Green	Yellow	Green	?

	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>	<p>The sites generally 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. 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. 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 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 HS-WA1 is under construction and HS-WA2 is nearly complete. There may be potential for protected species at HS-WA1 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. HS-WA2 has 5 ponds in vicinity of the site however there would likely be limited impact upon species habitat. HS-WA1 and HS-WA2 are both located within greenfield land and it is noted there is also a TPO for two individual trees on the northern boundary of HS-WA1 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 HS-WA1 and HS-WA3 in particular this could have a potential effect on habitat connectivity at HS-WA1 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. HS-WA3 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. Given HS-WA1 and HS-WA3 are both currently vacant sites provisions may be required for water and sewerage. HS-WA1 would provide 66 homes on previously vacant land which would increase vehicle movement and cumulatively the sites would have an effect on traffic/pollution. HS-WA2 is noted to have sewer capacity issues which would need to be addressed. There is also possible contamination at HS-WA3 as a result of previous car dismantling use at the site therefore land investigation would be required and remediation as necessary.</p>																											

#### H.4 – Kirkham and Wesham

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
	Site	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	2	3	4	1	2	1	2	
	<b><u>Kirkham and Wesham</u></b>																												
HS-WS 1	Crossacres land between Weeton Road/ Fleetwood Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Red	?
HS-WS 2	Arundel Lodge Nursing Home, 1 Station Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	?
HS-WS 3	Pennine View, Weeton Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Green	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Red	?
HS-WS 4	Former Fylde Council Offices, Derby Road, Wesham	Green	?	Grey	Yellow	Grey	Yellow	Green	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	?
HS-KI4	West End Residential Park, Kirkham	Yellow	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Yellow	Grey	Grey	Green	?	?	Yellow	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Yellow	?
HS-KI5	Sunnybank Mill, Kirkham	Green	?	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Grey	Yellow	Red	Grey	Grey	Green	?	?	Green	Yellow	Yellow	Green	Green	Green	?	Green	Green	Yellow	Green	?

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
	Site	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	2	3	4	1	2	1	2	
		<p><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p> <p>The sites generally partially 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 HS-WS3 and HS-WS4 in close proximity to Wesham train station. There are facilities including churches and open spaces within 1km of the sites. The sites provision is for housing therefore SA Objective 7 for employment use and sustainable tourism was not relevant and neither was SA Objective 6 question 3 related to the provision of a mix of uses. 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. HS-WS1 is nearing completion and HS-WS4 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. 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. HS-WS2 and HS-WS4 are adjacent to flood zone 2 therefore this should be taken into consideration during design. HS-WS1 contains ponds within the site which could potentially contain Great Crested Newts (GCN) and HS-WS4 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 HS-WS4 should have been investigated and addressed as necessary.</p>																											

H.5 – Freckleton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting		13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1		1	2	3	4	1	2	1	2		
<b>Freckleton</b>																																
HS-FR1	The Refuge, Ruskin Road, Freckleton	?													?	?																?
HS-FR2	Land rear of High Meadows, Lower Lane, Freckleton	?			?										?	?																?
HS-FR3	197 Kirkham Road, North of Bypass, Freckleton	?			?										?	?																?
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>The sites are each located within 400m of a bus stop and within 1km of educational facilities and access to a PRoW. Whilst HS-FR1 is located within 400m of recreational facilities including Rawstorne Sports Centre Park, the remaining two sites are located just outside 1km of such facilities which are based within Kirkham to the north and Freckleton to the south. Direct road access to HS-FR3 is via Kirkham Road however the existing track along the length of the site may require some upgrading in order to accommodate two way traffic and pedestrian access. It is unclear whether there are healthcare facilities in proximity to HS-FR2 and HS-FR3 however there is a doctor's surgery and Freckleton Health Centre which would be directly adjacent to HS-FR1. 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. HS-FR1 is located within brownfield land and HS-FR2 and HS-FR3 are both located within Green Belt land however HS-FR3 would be a replacement of existing development. Ribble and Alt Estuaries Ramsar site, SPA and Ribble Estuary SSSI are located within 2km of HS-FR1. HS-FR3 contains a fishing pond which would be retained and there are some trees within this site as well as some on the boundary of HS-FR2. Appropriate pollution prevention measures would be required to prevent pollution of the pond. HS-FR2 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. HS-FR3 is located within 200m of Hall Cross Farmhouse Grade II listed building therefore appropriate design in keeping with the local area would be recommended. Site inspections for protected species would be required and mitigation measures if any species found to be present. HS-FR1 and HS-FR2 have sewer capacity issues which would require addressing. It is unclear whether HS-FR3 has adequate water sewerage infrastructure.</p>																														

## H.6 – Staining

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
<b>Staining</b>																													
HS-ST3	Land South of Chain Lane, Staining	?																											
HS-ST4	Land at Kings Close, Staining	?																											
HS-ST5	Thornfield Caravan Park, Staining	?																											
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>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 HS-ST4. HS-ST4 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 HS-ST3 and HS-ST4 with ponds in proximity to HS-ST3 therefore site inspections would be required for the potential presence of any protected species. HS-ST5 is currently a holiday caravan site and is unlikely to contain protected species. HS-ST3 and HS-ST4 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 HS-ST4 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. HS-ST3 and HS-ST4 together would also increase localised traffic and effects to air quality.</p>																											

H.7 – Wrea Green

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
<b>Wrea Green</b>																													
HS-WG1	Former Wareings, Ribby Road, Wrea Green	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
HS-WG2	Land Adj Richmond Avenue, Wrea Green	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
HS-WG3	Rear of 54 Bryning Lane, Wrea Green	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
HS-WG4	North View Farm, 22 Ribby Road, Wrea Green	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
HS-WG5	Land North of North View Farm, Wrea Green	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>The sites generally performs 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 HS-WG1, HS-WG5 and HS-WG4. Sites HS-WG2 and HS-WG3 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 (HS-WG1, HS-WG4 and HS-WG5). With regards to sustainable access to services, three perform well (HS-WG1, HS-WG4 and HS-WG5) due to their proximity to Ribby Road which provides several bus stops and serves as a main highway in and out of Wrea Green. HS-WG3 and HS-WG2 are more remote and do not score well due to distance to the nearest public transport link. Apart from HS-WG2, 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 (HS-WG2 and HS-WG3) the townscape and landscape will be affected as well as traffic pollution, use of natural resources, waste and disruption of the soil quality.</p>																											

H.8 – Clifton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources				
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2			
<b>Clifton</b>																																
HS-CL1	Land North of 43 Stanagate, Clifton		?		?										?	?	?								?							?
HS-CL2	Land East of Rowan Close, Ash Lane, Clifton		?		?										?	?									?							?
		<p><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p> <p>The sites are located in proximity to William Pickes Park as well as bus links and would encourage sustainable movements however other identified recreational/cultural facilities are located further than 800m. 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 HS-CL2. 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 Newton Marsh SSSI. Site inspections would be required to determine any potential presence of protected species and mitigation measures where necessary. The sites would have an impact upon the local landscape however they would form part of existing development within Clifton. Landscaping and appropriate design should therefore be considered to minimise effects. 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 HS-CL2 therefore the setting of the listed building should be taken into consideration during the design stage. The site is also adjacent to the west to a drain therefore pollution prevention measures should be practiced during construction. It is noted that HS-CL1 is located within 340m of HSE consultation zone for Carnforth/Treales high pressures gas pipeline and within 100m of National Grids consultation zone for over headlines therefore consultations prior to any construction would be required. 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.</p>																														

H.9 – Newton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
<b>Newton</b>																														
HS-NE1	Newton Hall, School Lane, Newton	■	?	■	■	■	■	■	■	■	■	■	■	■	■	?	?	■	■	■	■	■	■	■	■	■	■	■	■	■
HS-NE2	Cobweb Barn, Oak Lane, Newton	■	?	■	■	■	■	■	■	■	■	■	■	■	■	?	?	■	■	■	■	■	■	■	■	■	■	■	■	■
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>There are schools in proximity to the sites as well as accessible by public transport and there are transport facilities within 1km of the sites provisions for public transport in proximity to the sites is recommended. 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. HS-NE2 would be developed on greenfield land and HS-NE1 on part brownfield and greenfield. Both would result in the loss of openness within the countryside with HS-NE1 resulting in the loss of designated public open space though the sites could form part of a natural extension to the existing settlement boundary. HS-NE1 contains Newton Hall Farmhouse Grade II listed building and one other listed building within 100m. This also has the potential to be a medieval site and 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. HS-NE1 is located partly within flood zone 2 and 3 and is over 6ha in size and would therefore require a FRA. 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. There are also sewer capacity issues which would need to be addressed. The capacity of education facilities identified is unclear.</p>																												

H.10 – Singleton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources				
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2			
<b>Singleton</b>																																
HS-S11	Singleton Village, Singleton	Yellow	?	Grey	?	Grey	Yellow	Green	Yellow	Grey	Yellow	Green	Grey	Grey	Yellow	?	?	Yellow	Yellow	Yellow	Red	Red	Red	Red	Green	Green	?	Green	Green	Yellow	Red	?
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>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. The development of the sites would result in the loss of Grade 2 Agricultural Land and would 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. 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. Development at the sites would increase vehicle movements from current use as open agricultural land however not to a significant level 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.</p>																														

H.11 – Weeton

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
<b>Weeton</b>																														
HS-WE1	The Laurels and Willow House, Mythop Road, Weeton	Yellow	?	Grey	?	Grey	Green	Green	Red	Grey	Green	Yellow	Grey	Grey	Green	?	?	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	?	Green	Green	Yellow	Red	?
		<p>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 however 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 would 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 where there are existing homes there is pedestrian access. It is therefore recommended that provision of a pavement adjacent to the site should be considered. 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 and would 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. 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. Initial completions have been made on site therefore 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.</p> <p style="text-align: center;"><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p>																												

H.12 – Greenhalgh

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources				
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2			
<b>Greenhalgh</b>																																
HS-GR1	The Rowans (Former Blue Anchor Inn), Fleetwood Road, Greenhalgh Phase 1 & 2		?		?											?	?	?									?					?
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>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.</p>																														

H.13 – Little Ecclestone

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2		
<b>Little Ecclestone</b>																															
HS-LS1	Sunnydale Nurseries, Garstang Road, Little Ecclestone	■	?	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
		<p><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p> <p>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 Ecclestone 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 Ecclestone 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. The site is possibly contaminated due to previous use for fuel storage therefore ground investigations would be recommended. Appropriate contamination mitigation measures should also be implemented if required and during construction to prevent the risk of pollution of the pond. 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.</p>																													

# Employment Sites

## H.14 – Land on sites under construction: EMP1 & EMP2 sites

		2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources	
Site		1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2
<b>FBLP EMP1 &amp; EMP2 Sites</b>																													
2Id	Plot D1 Site D, Cropper Close, Westby, 12/311																												
2Ja	Land off Hallam Way, Site 13C, C6 - Erection of 2 no. Industrial Units, 06/956																												
2Jb	Land off Hallam Way, Site 13C, C4 - Erection of 2 No. Industrial Units, 11/108																												
2Jc	10/11 Barrow Close, Site 3, Whitehills Park, 10/702																												
2J	Land off Barrow Close Site C1, Whitehills, Hallam Way, Site 13/c, 13/0036																												
<b>SUMMARY OF ASSESSMENT/COMMENTARY</b>		<p>All five employment sites are within relative close proximity to one another and therefore the assessment for each site is similar against the SA objectives. There is a childcare facility within 0.5 mile of the sites. This is considered a compatible use alongside a B1 office use adjacent to a business park. There a number of walking/cycle routes within the area towards Little Marton and Common Edge. As an edge of town location, public transport provision is not high but there is a bus stop just outside the sites on the B5410 that runs to Blackpool and Preston town centres. The nearest train station is Squires Gate approximately 3/4 miles away. Near to the M55 junction 4 and other main road links the site is well located with regards to highways infrastructure. The infrastructure provides two way traffic access with pavements for walking and cycling. Cultural and recreational facilities are available within 30 minutes by public transport and the sites are not located in an area deprivation. As an employment use, the sites could boost the local economy and business development in a relatively sustainable location. The sites perform well against the biodiversity or geodiversity objectives. There are no nature conservation designations or protected species or habitats on or around the site. The sites fall within Grade 3a/3b Agricultural Land Classification area and a Priority Habitat Inventory but these designations are unlikely to hinder any further employment development. The area is currently used as a business park for various employment uses and the sites are small scale and part of a long term employment designation. Therefore the sites should not harm the character, the landscape or negatively affect any historical/heritage assets, particularly as any development will need to be in accordance with the provisions of Local Plan Policies ENV1-ENV6 and GD7. The sites are not in a flood risk area or within close proximity to any significant watercourses. Due to the existing use of employment there is unlikely to be significant additional air pollution or waste management issues for the new developments.</p>																											

H.15 – Land on sites under construction: non-designated/allocated sites

Site	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources			
	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2		
<b>Non Designated/Allocated Sites</b>																														
14																														
16																														
22																														
26																														
<p><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p> <p>The non-designated/allocated sites are spread across the Fylde/Blackpool District. The majority of sites are located in minor urban areas with the exception of Dingle Farm site. This site is in a more remote location in between settlements. Generally the sites are not particularly well located in relation to proximity and accessibility to services. All 5 sites would be dependent on nearby public transport links to access local services. The sites are well serviced by public transport (in particular bus provision) in Lytham, Warton and Kirkham. These services run from settlement to settlement and to the more urban areas of Blackpool and Preston. As employment sites, they are economically viable as a source of local employment and business development.</p> <p>Despite their locations in small villages/towns the sites have few environmental restrictions with regards to landscape designations, biodiversity, flooding or use of natural resources. There are many be contamination issues with the Kirkham Service Station site due its previous use. The sites are predominantly using brownfield land (Clifton House Farm is partially greenfield) with no change of use therefore no major detrimental effect on pollution or soil quality is expected. There are a number of exceptions with environmental issues. For example, the Melton Grove Works sites have a few protected trees which could restrict elements of the development. The increase in traffic flows into the Dingle Farm site will likely increase pollution levels.</p>																														

H.16 – Land on sites with planning permission: EMP1 & EMP2 sites

Site	2. Improve levels of educational attainment and encourage lifelong learning			3. Improve physical and mental health for all and reduce health inequalities			6. Improve sustainable access to basic goods, services and amenities for all groups					7. Encourage sustainable economic growth and business development		10. Protect and enhance biodiversity and geodiversity				11. Protect and enhance landscape character and quality, and protect tranquillity		12. Conserve and enhance the historic environment, heritage assets and their setting	13. Protect and enhance the quality of the water environment and reduce the risk of flooding				15. Protect and improve air quality		16. Ensure the sustainable use of natural resources		
	1	2	3	1	2	3	1	2	3	4	5	1	2	1	2	3	4	1	2	1	1	2	3	4	1	2	1	2	
<b>Land with Planning Permission</b>																													
<b>FBLP EMP1 &amp; EMP2 Sites</b>																													
1W	Site 2, Hallam Way, Whitehills Park, 07/1171 & 10/0425																												
2J d	Land at Hallam Way, Site 13/c, C2 Barrow Close, Whitehills Park, Westby, 11/141																												
<p><b>SUMMARY OF ASSESSMENT/COMMENTARY</b></p> <p>Both employment sites are close to one another and therefore the assessment for each site is fairly similar against the SA objectives. There is a childcare facility within 0.5 miles of the sites. This is considered a compatible use alongside a B1 office use adjacent to a business park. There a number of walking/cycle routes within the area towards Little Marton and Common Edge. As an edge of town location, public transport provision is not high but there is a bus stop just outside the sites on the B5410 that runs to Blackpool and Preston town centres. The nearest train station is Squires Gate approximately 3/4 miles away. Near to the M55 junction 4 and other main road links the site is well located with regards to highways infrastructure. The infrastructure provides two way traffic access with pavements for walking and cycling. Cultural and recreational facilities are available within 30 minutes by public transport and the sites are not located in an area deprivation. As an employment use, the sites are capable of boosting the local economy and business development in a relatively sustainable location.</p> <p>The sites perform well against biodiversity or geodiversity criteria. There are no nature conservation designations or protected species or habitats on or around the site. The sites fall within Grade 3a/3b Agricultural Land Classification area and a Priority Habitat Inventory but these designations will not hinder any further employment development.</p> <p>The area is currently used as a business park for various employment uses and the sites are part of a long term employment designated. Therefore the sites are unlikely to harm the character, the landscape or negatively affect any historical/heritage assets. The sites are not in a flood risk area or within close proximity to any significant watercourses. Due to the existing use of employment there is unlikely to be significant additional air pollution or waste management issues for the new developments.</p>																													

