

# Integrated Assessment (IA) of the Fylde Local Plan

## Scoping Report

Fylde Borough Council

April 2026

## Quality information

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## Revision History

| Revision | Revision date | Details                   | Name | Position                     |
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## Table of Contents

|     |                                             |     |
|-----|---------------------------------------------|-----|
| 1.  | Introduction .....                          | 1   |
| 2.  | Links with other plans and programmes ..... | 9   |
| 3.  | Biodiversity .....                          | 19  |
| 4.  | Water, soil and land resources .....        | 35  |
| 5.  | Historic environment .....                  | 52  |
| 6.  | Landscape .....                             | 61  |
| 7.  | Air quality and noise .....                 | 73  |
| 8.  | Climate change and flood risk .....         | 81  |
| 9.  | Healthy and safe communities .....          | 95  |
| 10. | Material Assets .....                       | 121 |
| 11. | Equalities .....                            | 131 |
| 12. | Transport .....                             | 168 |
| 13. | Proposed IA framework .....                 | 179 |
| 14. | Next steps .....                            | 185 |

# 1. Introduction

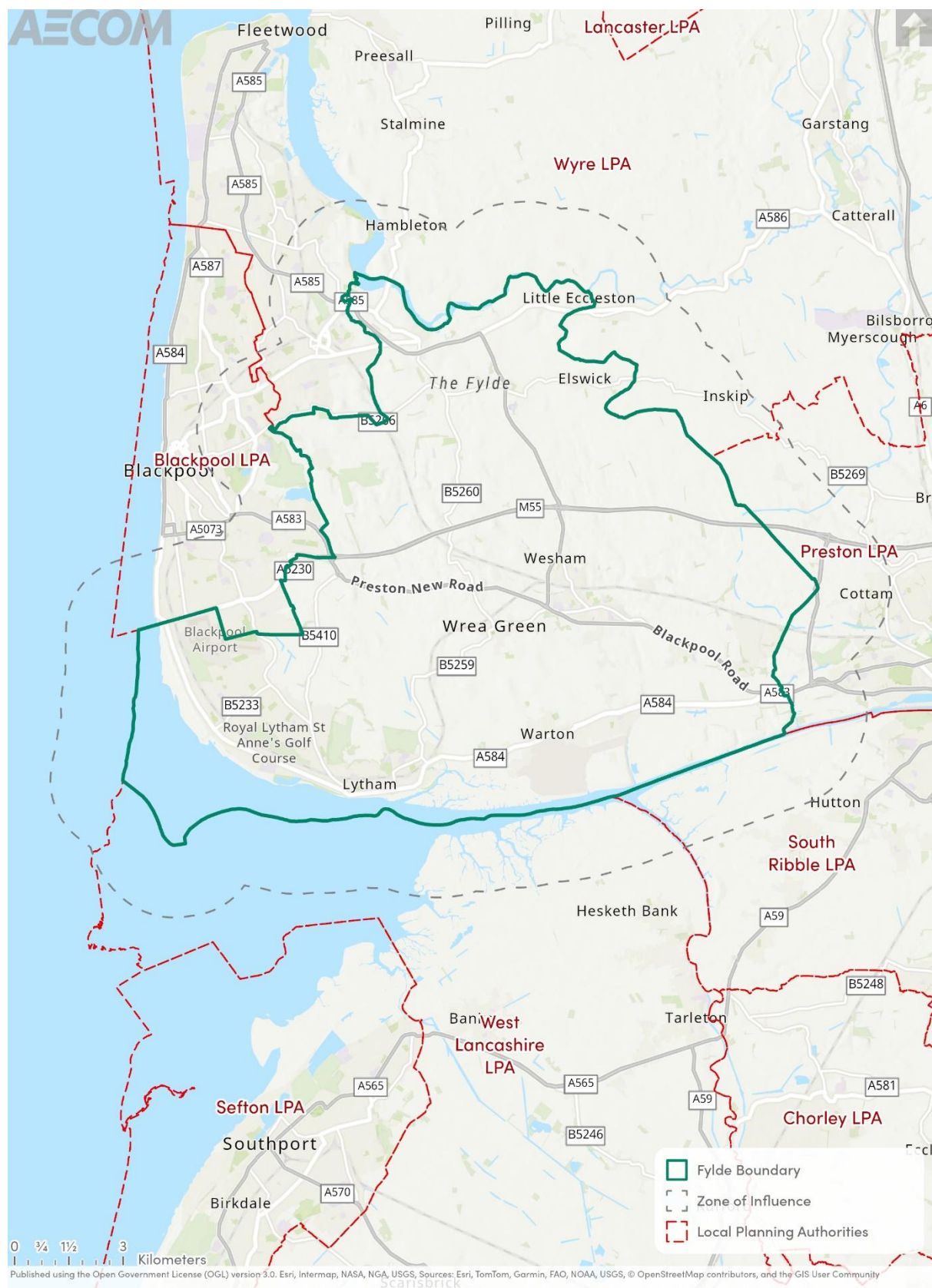
## Background

- 1.1 AECOM has been commissioned by Fylde Borough Council (FBC) to lead on the Integrated Assessment (IA) in support of the emerging Fylde Local Plan.
- 1.2 FBC is at an early stage of preparing a new Local Plan for the borough. A new Local Plan is needed to reflect and update the challenges and opportunities facing the borough, including meeting housing needs, delivering an improved economic offer, enhancing town and local centres, creating thriving communities, the delivery of key and supporting infrastructure, and protecting the environment.
- 1.3 The new Local Plan will cover the period to 2042 replacing the current Fylde Local Plan to 2032 (incorporating Partial Review).<sup>1</sup>
- 1.4 The Integrated Assessment incorporates a Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA), Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA) into one process. This Integrated Assessment will identify the potential impacts of the Fylde Local Plan on the environment, community and vitality of the borough, with a view to promoting a more sustainable plan making process.
- 1.5 This is the Integrated Assessment Scoping Report. This report sets out a policy context, baseline information and a 'framework' of sustainability issues and objectives that should be a focus of, and provide a methodological framework for the appraisal of the emerging Fylde Local Plan.

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<sup>1</sup> Fylde Borough Council (2021) [Fylde Local Plan to 2032 \(incorporating Partial Review\)](#)

Figure 1.1: Fylde Local Plan area



## Planning Policy Context

- 1.6 The National Planning Policy Framework (NPPF) provides an overarching framework for development in England. It sets out the Government's planning policies for England and how these are expected to be applied. It is supported by planning practice guidance, which is a suite of policy papers covering a broad range of topics, including SA / SEA.
- 1.7 The NPPF has recently been updated (February 2025) to include significant reforms aimed at boosting housing supply and supporting sustainable growth. One of the key changes is the reintroduction of mandatory housing targets, which now require a substantially higher number of homes in the borough.
- 1.8 The new Fylde Local Plan will replace the existing and adopted policies set out in the current adopted Fylde Local Plan to 2032 (incorporating Partial Review)<sup>2</sup> (adopted December 2021). The new Local Plan will include policies that address the strategic priorities for the borough until 2042, covering a diverse range of topics including climate change, housing, economy, infrastructure, biodiversity, and transport.

## Integrated Assessment (IA) Explained

- 1.9 There are a range of impact assessment tools that can be used to assess how a plan, programme, project, or particular development performs against a range of criteria. The common aim of these tools is to gain an understanding of impacts upon environmental, social, or economic issues (or a combination of these); with the aim of achieving a better performing proposal overall.
- 1.10 Certain impact assessment tools are a legal requirement for when preparing particular plans, and this is the case for the Fylde Local Plan. This includes:
  - A Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA), which reviews and predicts how a plan or proposal performs against a range of environmental factors; whilst suggesting ways in which mitigation and enhancement measures can be taken into consideration.
  - An Equalities Impact Assessment (EqIA), which reviews and seeks to ensure that equality and fairness is achieved in the delivery of services and how people experience life. Requirements emanate from the Equality Act 2010.
  - Local Authorities have a statutory duty to protect and improve health and wellbeing as set out in the Health and Social Care Act 2012. A Health Impact Assessment (HIA) is one of many tools that authorities can use when seeking to ensure that they satisfy this statutory duty. A HIA is a practical approach used to judge the potential health effects of a plan, programme or project on a population, with the aim of maximising the proposal's positive health effects and minimising its negative health effects. As well as direct effects on health there is a need to consider the 'social determinants' of health and wellbeing that contribute to health.

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<sup>2</sup> Fylde Borough Council (2021) [Fylde Local Plan to 2032 \(incorporating Partial Review\)](#)

- Habitat Regulations Assessment (HRA), which seeks to identify and assess any aspects of a Plan that would cause any adverse effect on the integrity of Natura 2000 sites, otherwise known as European sites.
- 1.11 It is possible to undertake these processes separately, but often an integrated approach is taken. This is sensible given that there are considerable overlaps between the processes.
- 1.12 An Integrated Assessment (IA) therefore helps to reduce duplication of efforts (and the number of separate reports); whilst taking advantage of the strengths of each impact assessment tool. In turn, this aids in undertaking effective consultation with interested parties.
- 1.13 To undertake a successful IA, it is important to set out the approaches clearly from the outset and to invite comments. This is one of the purposes of the Scoping Report. It is also important to ensure that the IA is closely aligned to plan-making activities so that it can guide/ influence decisions in a meaningful and positive way.

## Our approach to integration

- 1.14 SA / SEA can be regarded as the most comprehensive impact assessment tool with regards to plan-making in the UK. This is because it is enshrined in legislation and covers a wider range of factors compared to more specific impact assessment tools such as HIA and EqlA.
- 1.15 For this reason, the SEA process is typically used as the over-arching framework for which an integrated impact assessment is conducted. The requirements of HIA and EqlA are then woven into the SA / SEA process. This is the approach being taken for the Fylde Local Plan.
- 1.16 Habitat Regulations Assessment (HRA) have entirely separate legislative drivers and purposes and will be a separate process, but it is incorporated into the IA by helping to inform the biodiversity section of this Scoping Report.

## Meaningful integration

- 1.17 Integrated Assessment should cover all the relevant sustainability factors that a plan could have significant effects upon. In this sense, health issues, equality and diversity issues, and climate change issues, would all typically be covered through the SA/SEA process.
- 1.18 IA is not simply about including health, equality, and community safety issues within a standard SA process; rather it should present nuanced approaches to data gathering and assessment within the broader framework of an SA. This ensures that the principles and methods of EqlA and HIA are captured properly, whilst using the SA/SEA as the overall approach to conduct the assessments.
- 1.19 For each step of the SA/SEA process, we have sought to reflect the requirements and benefits of EqlA and HIA in a meaningful, but proportionate way.

1.20 In terms of integration of the HRA process, it is recognised that a HRA will be undertaken parallel to this work. The primary aim of HRA is to ensure the protection of sites that host habitats and species of European importance. This process is set out in the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations'). The HRA will inform the IA stages set out below.

**Table 1.1: Integration of EqlA and HIA into each IA stage**

| <b>IA stage</b>                   | <b>How have EqlA, HIA and SA / SEA been integrated?</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Scoping                           | <ul style="list-style-type: none"> <li>• Specific baseline information presented for each group with protected characteristics.</li> <li>• Information relating to health characteristics of affected populations have been included in a specific health and wellbeing chapter. Further health related baseline data is incorporated throughout the scoping report, with health and wellbeing forming a central theme and vulnerable 'receptors' being identified throughout.</li> </ul>                                                                                                                                                                                                                                                                                 |
| Appraisal framework/ methods      | <ul style="list-style-type: none"> <li>• The appraisal methodology includes several objectives relating to health and equality; with specific objectives set out in the IA framework.</li> <li>• Sources of information, assumptions and team members that will undertake appraisals have been identified. This demonstrates how stakeholders with specific knowledge, experience and interest in health and equality factors will input to the appraisal process.</li> <li>• Key stakeholders (for example NHS Lancashire and South Cumbria) will be engaged to input to and / or review the assessment findings. This is important because EqlA and HIA work best when they involve people who can contribute different perspectives, knowledge and insight.</li> </ul> |
| Appraisal of options              | <ul style="list-style-type: none"> <li>• The options identification process will seek to identify whether there are approaches that are led by social value and health outcomes.</li> <li>• Appraisal of options will report upon the implications with regards to health impacts and equality (through the IA process).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Appraisal/ screening of the Plan  | <ul style="list-style-type: none"> <li>• The Fylde Local Plan will be appraised against the IA framework, with the primary aim of identifying significant effects. The IA involves objectives and supporting questions that will interrogate the health and equality implications of the Fylde Local Plan.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Mitigation and enhancement        | <ul style="list-style-type: none"> <li>• Recommendations are made in SA, EqlA and HIA; each with the intention of avoiding and minimising negative effects and enhancing benefits.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Detailed appraisal (if necessary) | <ul style="list-style-type: none"> <li>• Should significant effects be identified, this could trigger further exploration of potential impacts through the following steps: <ul style="list-style-type: none"> <li>– Gather additional/ more detailed information with regards to potentially affected receptors.</li> <li>– Identify impact pathways for specific affected groups.</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                                                |

# Scoping explained

## Introduction

- 1.21 Scoping is undertaken as part of most impact assessment processes, and therefore, an integrated approach simply helps to combine the evidence gathering stages and devise appropriate methodologies.
- 1.22 As described above, the IA uses the SA/SEA process as the over-riding structure to the approach. Therefore, the scoping exercise is arranged and presented in a similar way.
- 1.23 Essentially, scoping involves identifying a ‘framework’ of sustainability issues and objectives that should be a focus of, and provide a methodological framework for, the appraisal of the emerging Fylde Local Plan (and reasonable alternatives).
- 1.24 In order to facilitate the identification of sustainability issues/ objectives, scoping firstly involves review of the ‘policy context’ and ‘baseline’.
- 1.25 Scoping for the IA therefore involves the following steps:
1. **Context review** - a review of existing policy and issues/ objectives established by Government, Lancashire Combined County Authority (CCA), Lancashire County Council (LCC), FBC, and other key organisations. This is broken down by the level at which the policy exists, including national, regional, and local.
  2. **Baseline review** - a review of the current ‘state of the environment, economy and society’ and a consideration of how this might evolve in the absence of the plan. A review of key trends and anticipated impacts that existing/ emerging plans, projects and programmes are likely to have.
  3. **Key issues summary** - a summary of the key (in the sense that the Fylde Local Plan may have an effect) problems and opportunities identified through steps (1), (2) and (3).
  4. **IA framework development** - a refinement of the key issues into a set of sustainability objectives (and description of assessment methods).
  5. **Environmental outcomes / indicators** - the UK Government is proposing a new system of environmental assessment (‘Environmental Outcomes Reports’) to replace the current EU-derived environmental assessment processes of Strategic Environmental Assessment and Environmental Impact Assessment.
- 1.26 While there is little detail provided through the consultation (completed 9th June 2023) on the proposed new system,<sup>3</sup> it’s suggested that it will be based on outcomes, which will be developed in due course and consulted on. The consultation states that these outcomes should:
- drive the achievement of statutory environmental targets and the UK Government’s Environment Improvement Plan;

<sup>3</sup> Gov.uk (2023) [Environmental Outcomes Reports: a new approach to environmental assessment consultation](#)

- be measurable using indicators at the correct scale;
- be designed using the knowledge and experience of sector groups and environmental experts;
- have an organisation responsible for monitoring overall progress of specific outcomes, i.e. a responsible ‘owner’;
- be reviewed on a regular basis to ensure they remain relevant; and
- do not duplicate matters more effectively addressed through policy.

1.27 As described in the previous section, the health and equality information gathered to support EqlA and HIA will be built into the wider IA process. At this stage, the level of information is strategic, but further information can be gathered in support of more detailed assessments should this be deemed necessary.

## This scoping report

### IA themes

1.28 The outcomes of the scoping elements introduced through steps 1-5 above have been presented under a series of ten key themes, as follows:

- |                                  |                                 |
|----------------------------------|---------------------------------|
| • Biodiversity                   | • Climate change and flood risk |
| • Water, soil and land resources | • Healthy and safe communities  |
| • Historic environment           | • Material Assets               |
| • Landscape                      | • Equalities                    |
| • Air quality and noise          | • Transport                     |

1.29 The selected environmental themes incorporate the ‘SEA topics’ suggested by Annex I(f) of the SEA Directive. These were refined to reflect a broad understanding of the anticipated scope of the Fylde Local Plan’s effects, and to incorporate the requirements for EqlA and HIA.

1.30 It is intended that presenting the scoping information under these themes will help enable the reader to easily locate the information of greatest interest to them. Once agreed (i.e. subsequent to consultation on this Scoping Report), the suggested scope presented under the ten themes will provide a methodological ‘framework’ for the IA of the draft Fylde Local Plan and reasonable alternatives.

### Scoping Report structure

1.31 This scoping report is set out in the following sections, reflecting the requirements set out above:

- **Chapter 2:** Links with other plans, programmes and strategies - a summary of other relevant plans, programmes and strategies that are likely to influence the Fylde Local Plan.

- **Chapter 3-12:** Baseline and key sustainability issues - an outline of the environmental, economic and societal characteristics of the plan area and key sustainability issues and indicators by IA theme.
- **Chapter 13:** Proposed IA Framework - sets out the framework against which the draft Fylde Local Plan and reasonable alternatives will be assessed.
- **Chapter 14:** Next Steps - presents the next steps for the IA process.

## 2. Links with other plans and programmes

### Introduction

- 2.1 The IA must take into account the relationships between the Fylde Local Plan and other relevant policies, plans, programmes and environmental objectives. In this context the contents of the Fylde Local Plan will be partially influenced by, and will also have some influence over, objectives presented within other plans / programmes that are produced for the Borough of Fylde, Lancashire, sub-regionally, and nationally.
- 2.2 This chapter therefore provides a summary of other relevant plans, programmes or strategies that are likely to influence the Fylde Local Plan and the scope of the Integrated Assessment.

### National

- 2.3 The [National Planning Policy Framework \(NPPF\)](#), the latest version of which was published on 12<sup>th</sup> December 2024 and amended 7<sup>th</sup> February 2025, sets out the government's planning policies for England and how these are expected to be applied. It is the key document that must be considered when preparing development plans and is a material consideration in planning decisions. The NPPF provides clear guidelines for plan-making and sustainable development and sets out that Plans should contribute towards: achieving sustainable development; be prepared positively; be shaped by early, proportionate and effective engagement; have clearly written policies; be digitally accessible; and serve a clear purpose (Paragraph 16). Development plans must include strategic policies to address each local planning authority's priorities for the development and use of land in its area. The strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make provision for housing, infrastructure, community facilities and conservation and enhancement of the natural, built and historic environment (Paragraph 20).
- 2.4 The NPPF is supported by [Planning Practice Guidance \(PPG\)](#), which is a suite of policy papers covering a broad range of topics. This includes the [National Model Design Code](#), published in July 2021, which sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area. It also includes the [National Design Guide](#) (published in 2021), which sets out the characteristics of 'well-designed places', and demonstrates what good design means in practice, and how beautiful, healthy, greener, enduring and successful places can be achieved.
- 2.5 The [Planning and Infrastructure Act 2025](#) is designed to speed up planning approvals and infrastructure delivery, particularly for housing and transport projects. It includes provisions to encourage brownfield redevelopment and to ensure that new housing developments are supported by necessary infrastructure, such as roads, schools, and healthcare facilities.
- 2.6 The [Equality Act 2010](#) legally protects people from discrimination both in the workplace and in wider society. The Act ensures that individuals with certain 'protected characteristics' are not indirectly or directly discriminated against.

- 2.7 The [Levelling Up and Regeneration Act 2023](#) aims to reduce regional inequalities by directing investment to disadvantaged areas and supporting balanced economic growth. It is designed to address regional disparities, stimulate local economic development, enhance infrastructure, and improve community well-being.
- 2.8 The [10-Year Infrastructure Strategy](#) will provide a long-term vision for national infrastructure planning, with a focus on economic growth, environmental sustainability, and social well-being. It emphasises the integration of housing, transport, digital connectivity, and public services to create more resilient and accessible communities.
- 2.9 The [Planning for Sport Guidance](#) published in June 2019 and updated in April 2024, seeks to help the planning system provide formal and informal opportunities for everyone to take part in sport and be physically active. The Guidance outlines 12 'planning-for-sport' principles.
- 2.10 [Building for a Healthy Life](#) is a design framework published in June 2020. The framework promotes high-quality housing developments with a focus on connectivity, community integration, and sustainability. It encourages developments that prioritise pedestrian-friendly streets, access to public transport, and the inclusion of green and blue infrastructure (such as parks and waterways).
- 2.11 [Health Equity in England: The Marmot Review 10 Years On](#) was published in February 2020. The report highlights that people can expect to spend more of their lives in poor health, that improvements to life expectancy have stalled (and declined for women in the 10% most deprived areas), the health gap between healthy and deprived areas has grown, and that place does have an impact on health.
- 2.12 [Healthy High Streets: good place making in an urban setting](#), published in 2018, is a key source of evidence for the implementation of inclusive, safe and healthy high streets - especially in more deprived areas. It highlights the importance of understanding how people and places interact in order to fully realise the potential of high streets.
- 2.13 The [UK Climate Change Risk Assessment 2022](#) is the third five-year assessment of the risks climate change poses to the UK, as required by the Climate Change Act (2008). It identifies 61 climate risks that will impact upon multiple areas of society and identifies eight priority risk areas for action. These include (but are not limited to) risks to soil health, risks to human health, wellbeing and productivity, and risks to the diversity of habitats and species.
- 2.14 Following the publication of each Change Risk Assessment, the Government must lay out its objectives, policies, and proposals to address the climate change risks and opportunities. The third [National Adaptation Programme \(NAP3\)](#), which sets out these objectives, policies, and proposals, was published in July 2023 and updated in February 2024.
- 2.15 The [British Energy Security Strategy](#), published in April 2022, sets out how the UK will enhance its energy security and deliver clean, affordable, secure power to the UK. It outlines plans for further development of the UK's generation of energy from wind, nuclear, solar and hydrogen, and for supporting the production of domestic oil and gas in the nearer term.

- 2.16 The [Industrial Decarbonisation Strategy](#), published in March 2021, sets out how industry can decarbonise in line with net zero while remaining competitive and without pushing emissions abroad. It aims to support existing industry to decarbonise and encourage the growth of new, low carbon industries to protect and create skilled jobs and businesses in the UK, encouraging long-term investment in home-grown decarbonisation technology.
- 2.17 The [National Infrastructure Assessment](#) is published every five years and analyses the UK's long-term economic infrastructure needs to create a strategic vision and recommendations.
- 2.18 The [Net Zero Strategy: Build Back Greener](#), published in October 2021, sets out policies and proposals for decarbonising all sectors of the UK economy in order to meet the target of net zero by 2050. It outlines four key principles that will contribute to this target: working with the grain of consumer choice, ensuring the biggest polluters pay the most, protecting the most vulnerable, and delivering deep cost reductions in low carbon technology.
- 2.19 [Decarbonising Transport: A Better, Greener Britain](#), published July 2021, sets out the government's commitments to decarbonise the entire transport system in the UK, and actions needed to achieve this. This includes an outline of the pathway to net zero transport in the UK, the wider benefits net zero transport can deliver, and the principles that underpin the approach to delivering net zero transport. The Plan follows on from [Decarbonising Transport: Setting the Challenge](#), published in March 2020, which set out the scale of additional reductions needed within the transport sector to deliver the legally binding carbon budgets and net zero by 2050.
- 2.20 On the back of Government's [Policy Statement for Flood Risk](#) (2020), the [National Flood and Coastal Erosion Management Strategy](#) (2020) (Environment Agency): sets out the strategic approach to deliver government policy on resilience to flooding and coastal change. It includes the following three long-term ambitions: climate resilient places; today's growth and infrastructure resilient in tomorrow's climate; and a nation ready to respond and adapt to flooding and coastal change.
- 2.21 [The Clean Growth Strategy: Leading the way to a low carbon future](#), published in October 2017, sets out a comprehensive set of policies and proposals that aim to accelerate the pace of clean growth. It sets two guiding objectives for reducing emissions, and recognises the need to nurture low carbon technologies, processes and systems that are as low cost as possible.
- 2.22 The Committee of Climate Change's 2012 report entitled '[How Local Authorities Can Reduce Emissions and Manage Climate Change Risk](#)' emphasises the crucial role councils have in helping the UK meet its carbon targets and preparing for the impacts of climate change. It outlines specific opportunities for reducing emissions and highlights good practice examples from Local Authorities.

- 2.23 The [Natural England Green Infrastructure Framework](#) provides a structure to analyse where greenspace in urban environments is needed most. It aims to support equitable access to greenspace across the country, with an overarching target for everyone being able to reach good quality greenspace in their local area. The framework's ultimate goal is to help increase the amount of green cover in England to 40% in urban residential areas.
- 2.24 The [Environment Act 2021](#) aims to halt the decline of species by 2030, clean up the air and protect the health of rivers in the UK, as well as reform the way in which waste is dealt with and resources are used. It also seeks to tackle deforestation overseas and will require new development to improve or create habitats as part of the design. The Environment Act 2021 introduces the need for the Secretary of State to set an annual mean particulate matter (PM2.5) level target. This relates to the particulate matter (PM) targets set through the [Environmental Targets \(Fine Particulate Matter\) \(England\) Regulations 2023](#) and are as follows: Annual Mean Concentration Target ('concentration target') - a target of 10 micrograms per cubic metre ( $\mu\text{g m}^{-3}$ ) to be met across England by 2040.
- 2.25 The [Clean Air Strategy 2019](#) sets out the governmental plans for dealing with all sources of air pollution to improve the health and quality of air. It also seeks the protection of nature and the boosting of the economy. The strategy sets out comprehensive actions required for the government and society to improve air quality across the country.
- 2.26 [A Green Future: Our 25 Year Plan to Improve the Environment](#), adopted in 2018, places importance on improvements to the natural environment, such as achieving clean air and water, reducing environmental hazard risk, and encouraging sustainable resource use. This will be accomplished through a variety of actions including implementing sustainable land management, engaging in nature recovery, and connecting people to the environment. The [Environmental Improvement Plan 2023](#) is the first revision of the 25 Year Environment Plan. It sets out a new plan on how the government will work with landowners, communities and businesses to deliver the ten goals for improving the environment, matched with interim targets to measure progress.
- 2.27 [The Conservation of Habitats and Species Regulations 2017](#) translates the EEC Council Directive 92/43/EEC (Habitats Directive) into UK legislation. It protects habitats and species, specifically European Protected Species (EPS). The [Changes to the Habitats Regulations 2017 Policy Paper](#), published in 2021, explains changes that have been made to these regulations, specifically around transferring functions from the European Commission to the most appropriate authorities in England and Wales.
- 2.28 The [UK Biodiversity Action Plan](#) (BAP) is a response to the Convention on Biological Diversity, which calls for the development and enforcement of national strategies and associated action plans to identify, conserve and protect existing biological diversity, and to enhance it wherever possible. In particular, the BAP identifies priority species and habitats that are most threatened and require conservation action. The UK BAP is succeeded by the [UK Post-2010 Biodiversity Framework](#), which aims to ensure that biodiversity is valued, conserved, restored, and wisely used, and ecosystem services are maintained. This helps to sustain a healthy planet that delivers essential benefits for everyone.

- 2.29 The [Get Britain Working White Paper](#), published in 2024, focusses on policies to increase employment and improve workforce skills. It is aimed at supporting economic recovery and addressing barriers to work, outlining actions to tackle unemployment, promote job creation, and ensure that individuals have the skills needed by industries to boost productivity and workforce participation.
- 2.30 The emerging [Invest 2035: UK Industrial Strategy Green Paper](#) outlines plans for the future of the UK's industrial base, focusing on innovation, investment, and skills. While still emerging, its goal is to support economic growth by encouraging investment in key sectors such as manufacturing, digital, and green technologies.
- 2.31 The [Planning Policy for Traveller Sites](#), published in March 2012 and updated in December 2024, 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.
- 2.32 The [Homes England Strategic Plan 2023 to 2028](#), published in May 2023, outlines Homes England's mission to increase housing supply, support affordable housing, and ensure sustainable development across England.
- 2.33 The [National Housing Federation's Visions for a Long-Term Housing Strategy](#), published in 2023, presents recommendations from housing experts and associations on delivering a long-term housing strategy, emphasising the importance of affordable housing and community well-being.
- 2.34 Historic England champions England's heritage. The key high-level principles for the conservation and enhancement of the historic environment are as follows:
- The historic environment is a shared resource.
  - Everyone should be able to participate in sustaining the historic environment.
  - Understanding the significance of places is vital.
  - Significant places should be managed to sustain their values.
  - Decisions about change must be reasonable, transparent, and consistent.
  - Documenting and learning from decisions are essential.
- 2.35 All of Historic England's technical guidance can be found [here](#). The key strategies contributing to these principles are:
- [Heritage and Climate Change: A strategy for Historic England's response to the climate, energy and biodiversity crisis](#) (2022)
  - [Historic England Advice Note 11: Local Planning and the Historic Environment](#) (2022)
  - [Historic England Advice Note 4: Tall Buildings Advice Note](#) (2022)
  - [Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management](#) (2019)

- [Historic England Good Practice Advice: The Setting of Heritage Assets \(2017\)](#)
  - [Historic England Advice Note 8: Sustainability Appraisal \(SA\) and Strategic Environmental Assessment \(SEA\) \(2016\)](#)
  - [Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans \(2015\)](#)
- 2.36 [Gear Change: A bold vision for cycling and walking](#) was published in 2020 by the Department for Transport. It sets out actions required at all levels to encourage a greater uptake in walking and cycling across the country, including: better streets for cycling and people; placing walking and cycling at the heart of decision making; and enabling and protecting cyclists.
- 2.37 [Future of Mobility: Urban Strategy](#), published in March 2019, outlines the government's approach to urban transportation - especially for urban mobility linked to freight movements, passengers and services. It seeks to maximise the benefits from transportation innovation in urban areas, and sets out principles that will guide the government's response to emerging technologies and business models.
- 2.38 The [Transport Investment Strategy - Moving Britain Ahead](#), published in July 2017, sets out the Department for Transport's priorities and approach for future transport investment decisions.
- 2.39 The [Cycling and Walking Investment Strategy](#) is supported by the [Local cycling and walking infrastructure plans technical guidance](#), both of which were published in April 2017 by the UK Government. The strategy outlines the government's ambition to make cycling and walking a natural choice when planning journeys by 2040, and presents objectives, aims and indicators to meet and use to track progress.
- 2.40 The [Waste Management Plan for England](#), published in January 2021, is an analysis of the current waste management situation in the country, with the aim of bringing current waste management policies together under one national plan. The Plan explores the assessment of need for new collection schemes and infrastructure, including technologies for managing residual waste. Efficient energy recovery from residual waste which can deliver environmental benefits, reduce carbon impacts and provide economic opportunities, and innovative technologies which improve the environmental outcome for the treatment of residual waste are welcomed.
- 2.41 The [Water Environment \(Water Framework Directive\) \(England and Wales\) Regulations 2017](#) drives a catchment-based approach to the management of water sources. It seeks to enhance the status of and prevent the deterioration of aquatic ecosystems and associated features, promote sustainable use of water, and reduce water pollution.
- 2.42 [Safeguarding our Soils - A Strategy for England](#) was published in 2009, and seeks to ensure that all soils in England will be managed sustainably and degradation threats minimised successfully by 2030.

- 2.43 The [Climate Change Act 2008](#) commits the UK to reducing greenhouse gas emissions by 80% by 2050 in comparison to 1990 levels. This includes the use of renewable transport fuel.

## Regional

- 2.44 There are eight river basin districts across England - of which the Borough of Fylde sits within the North West River Basin District. The [North West river basin district river basin management plan: updated 2022](#) outlines how the quality of the water environment can be improved, and provides a framework for protecting and enhancing its benefits. The programme of measures set out for the industry, services, housing and infrastructure sector includes:
- reducing the number of sewerage misconnections;
  - improving septic tanks, private sewage treatment plants and effluent treatment plants;
  - using sustainable drainage systems to reduce pollution from urban areas, including roads;
  - drainage mapping (including road drains), stencilling and planning to minimise the risk of contamination to surface and groundwater;
  - increasing blue and green infrastructure such as green roofs and walls, rainwater harvesting, green corridors, vegetated sustainable drainage systems and drought resistant parks and gardens;
  - planting trees to cool local environments and capture atmospheric pollutants that could end up in the water environment; and
  - legislation for mandatory biodiversity net gain, to ensure that new developments, including housing, benefit biodiversity by creating and improving habitats and local green spaces.
- 2.45 The Borough of Fylde area is served by United Utilities. The [United Utilities Final Water Resource Management Plan](#) covers the period 2025-2050, and ensures an adequate supply of water to meet the expected demand, whilst making the water system resilient to hazards like drought. United Utilities have also produced a [Final Drought Plan 2022](#) and a [Drainage and Wastewater Management Plan 2023](#) setting out actions to protect and manage water supplies in the covered area.
- 2.46 The maritime areas around the Borough of Fylde fall under the [North West Marine Plan 2021](#), which covers both inshore and offshore waters for the North West of England. The plan sets out how marine and coastal activities including development, conservation, shipping, energy and habitat protection, should be managed, ensuring an appropriate balance between environmental, economic and social priorities.
- 2.47 The [Integrated Rail Plan for the North and Midlands](#) was published in November 2021. It is the first phase of a strategy focused on bringing communities in the North and Midlands closer together, boosting inter-city connections and improving east-west links, the journeys that people are most likely to make.

- 2.48 Transport for the North published its [Strategic Transport Plan](#) in 2019. The plan seeks to bring forward major improvements to the strategic transport network to encourage greater investments and business opportunities. A draft version of the [Second Strategic Transport Plan \(STP\)](#) went to public consultation in May 2023, which ended in August 2023. This version of the plan sets the vision, underpin by the following strategic ambitions: improving economic performance; enhancing social inclusion and health; and rapid decarbonisation of surface transport.
- 2.49 The Lancashire Combined County Authority (LCCA) covers the 12 Lancashire districts and boroughs (Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre) along with the two unitary councils of Blackpool and Blackburn and Darwen. As the LCCA was established in February 2025, only a limited number of plans have been formally adopted to date or in the pipeline. These include:
- The [Lancashire Growth Plan 2025-2035](#), published in September 2025, sets out priorities for investment, business growth, regeneration, housing and land, and development across Lancashire.
  - The [Get Lancashire Working Plan](#), published in September 2025, is focused on skills, employment and social mobility with a key aim to support residents across Lancashire into employment.
  - The [Lancashire Local Transport Plan \(2025-2045\)](#) is being prepared to improve connectivity, public transport, rural access, sustainable travel, and infrastructure across Lancashire.
- 2.50 Lancashire County Council is the minerals and waste planning authority for Lancashire and its [Minerals and Waste Development Plan](#) comprises a Core Strategy (adopted in 2009) and Site Allocations and Development Control Policies Local Plan (adopted in 2013). The Plan covers the period 2006-2021 and was aimed at reducing reliance on landfill and encouraging more sustainable waste management practices in the area.
- 2.51 The [Lancashire County Plan 2025-2030](#) sets out a vision to build a better Lancashire where everyone can live their best life through stronger communities, a growing economy and high-quality public services. The plan is supported by a number of evidence documents, of which the most relevant for the emerging Fylde Local Plan are:
- The [Housing with Care and Support Strategy 2018-2025](#), published in 2018, sets out a plan to expand 'housing with care and support' options by 2025, enabling older adults and younger adults with disabilities to live independently through integrated housing, health, and social care partnerships.
  - The [Public Health Strategy 2024-2030](#), published in 2024, sets out a strategy to drive programmes to promote wellbeing, prevent illness, and protect health to improve outcomes and reduce inequalities.
  - The [Lancashire 2050](#), currently in development, will set out a strategic framework for Lancashire involving its 15 councils working together to compete more effectively for national investment and development opportunities.

- The [Fylde Coast Local Cycling & Walking Infrastructure Plan](#), published in 2024, aims to increase the number of people walking, wheeling and cycling in the Fylde Coast particularly for short utility journeys.
  - The [Lancashire County Council Economic Strategy 2023-2025](#), prepared in 2023, sets out a high-level plan for how Lancashire County Council will support strategic development and connectivity, business support and skills and talent development.
  - The [Lancashire Environment and Climate Strategy 2023-2025](#), published in 2023, sets out actions under three themes, reducing waste and pollution, tackling climate change, and protecting the natural and historic environment. It outlines Lancashire County Council's commitments to reduce emissions, improve resilience, enhance natural assets, and deliver measurable progress.
  - The [Lancashire Highways and Transport Strategy 2023-2025](#), published in 2023, outlines the strategy to establish safe, affordable, inclusive and low carbon travel choices to help tackle inequality and connectivity in the county.
  - The [Local Flood Risk Management Strategy for Lancashire 2021-2027](#), published in 2021, sets out actions to manage local flood risks, who will deliver them and how they will be funded and coordinated.
  - The [Lancashire Road Safety Strategy 2025-2027](#), published in 2025, aims to reduce deaths and serious injuries on county roads by adopting a 'Safe System' approach, focussing on higher risk groups and on contributing factors such as speed and impairment.
  - The [Lancashire County Council People Strategy 2023-2028](#), published in 2023, sets out a framework which provides leaders and managers with an overarching approach to guide strategic workforce planning decisions.
- 2.52 The [Lancashire Local Nature Recovery Strategy](#), prepared in 2025, provides a collective vision for nature recovery to work together to protect, enhance and connect biodiversity and the natural environment so that it can be enjoyed by more Lancashire residents and visitors.
- 2.53 [Fylde Coast Highways and Transport Masterplan 2015-2032](#), prepared in 2015, sets out a strategy to tackle congestion, improve rail and tram connectivity, integrate public transport, and promote walking, cycling, and low-emission travel. It supports economic growth through better access to Enterprise Zones, Blackpool's visitor economy, and housing developments, while addressing health, social inequality, and sustainability challenges. Major strategies include upgrading the A585, enhancing the South Fylde rail line with possible tram integration, creating a North Fylde Connectivity Study, and expanding active travel networks.

## Fylde

2.54 FBC has prepared evidence documents to inform its operations and the emerging Fylde Local Plan, of which the following are most relevant:

- The [Fylde Corporate Plan 2024-2028](#), approved in July 2024, outlines the council's vision and strategic commitments for the borough until 2028.
- The [Fylde Housing Needs Survey](#), published in 2022, analyses housing needs across the borough including affordable housing needs and provides a detailed breakdown for ten sub-areas.
- The [Fylde Coast Gypsy, Traveller and Travelling Showperson Accommodation Assessment 2023/24](#), published in 2024, reviews existing provision for Gypsy, Traveller and Travelling Showperson households, surveys households and projects future demand for residential pitches, transit/stopping sites and plots.
- The [Fylde Coast Economic Needs Update and Employment Land Review](#), published in 2024, reviews existing employment land supply and property-market conditions, projects future demand for industrial, warehouse, office and business uses up to 2042, and identifies how much land needs protecting, where there are opportunities for new employment land, and which existing sites should be retained or re-allocated.
- The [Built Heritage Strategy for Fylde 2015-2032](#), published in 2015, sets out a comprehensive framework for protecting, conserving, and enhancing Fylde's historic environment, recognising its economic, social, cultural, and community value.
- The [Air quality strategy 2024](#), published in 2024, outlines the actions being taken in Fylde to improve air quality.
- The [Fylde Coastal Strategy 2015-2032](#), published in 2015, outlines a 16-year vision for the regeneration of Fylde's coastline through coordinated actions on green infrastructure, coastal protection, conservation, recreation, tourism, and transport. It divides the coastline into six character zones, identifying key issues and high-level actions for each of them.
- The [Fylde Coast Local Cycling and Walking Infrastructure Plan](#), published in 2024, sets out priority walking and cycling corridors and core walking zones, highlights gaps and barriers in the existing infrastructure, and proposes where new or upgraded routes, crossings, and active-travel facilities should be provided.
- The [Fylde Coast Highways and Transport Masterplan](#), published in 2015, identifies current and future transport challenges along the Fylde coast and sets out a masterplan along with priorities and proposals to improve transport and provide a framework for planned investment.
- The [Fylde Coast Authorities Level 1 Strategic Flood Risk Assessment](#), published in 2024, provides an assessment of flood risk issues now and under future climate scenarios to support planning decisions and policy development across Blackpool, Fylde and Wyre.

## 3. Biodiversity

### Focus of theme

- International, national and local biodiversity designations (and relevant impact pathways)
- Key habitats and species
- Opportunity areas

### Current baseline summary

#### International designations

- 3.1 To ensure the European Directives were operable in the UK after the end of the EU transition period, changes were made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. In this respect, Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) in the UK no longer form part of the EU Natura 2000 ecological network. Instead, the 2019 Regulations propose the creation of a national site network within the UK territory. The network comprises the designated sites already designated under the Nature Directives (i.e., 79/409/EEC and 92/43/EEC), along with any additional sites which are designated under the 2019 Regulations. The national site network continues to operate in parallel with other designations and contributes towards the UK's international commitments for protected areas.
- 3.2 Within the Borough of Fylde and zone of influence, there are five internationally important designations (as shown in **Figure 3.1**):
- **The Ribble & Alt Estuaries Ramsar** is a large area containing two estuaries that are formed by extensive sand and mudflats. To the north, the saltmarsh of the Ribble Estuary and, to the south, the sand dunes of the Sefton Coast. The saltmarsh supports internationally important populations of waterfowl in the winter, and the sand dunes support up to 40% of Great Britain's population of *Bufo calamita*.<sup>4</sup>
  - **The Morecambe Bay Ramsar** represents the largest continuous intertidal area in Britain. The site comprises the estuaries of five rivers and the accretion of mudflats behind Walney Island. The area is comprised of intertidal mudflats, sandflats, saltmarshes, shingle beaches, and other coastal habitats. It is important for the passage and overwintering of waterfowl and breeding waterfowl, gulls and terns.<sup>5</sup>

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<sup>4</sup> JNCC (2015): [Ribble & Alt Estuaries Information Sheet](#)

<sup>5</sup> JNCC (2015): [Morecambe Bay Information Sheet](#)

- **The Ribble & Alt Estuary SPA** is designated to protect a variety of important waterbird and amphibian species, such as the Common tern, Whooper swan, Natterjack toads, and Bewick's swan, particularly during their wintering period. The site includes vital intertidal habitats, such as mudflats and saltmarsh, which provide essential feeding and roosting ground for these species. The SPA is an important area for maintaining populations of several bird species that rely on the estuary during the breeding season.<sup>6</sup>
- **Morecambe Bay and Duddon Estuary SPA** is designated to protect a variety of important habitats such as sandbanks, coastal lagoons, Atlantic salt meadows, and reefs. These sites provide vital areas for the survival of a variety of avian, marine, and amphibian species.<sup>7</sup>
- **Liverpool Bay SPA** is located in the east of the Irish Sea, encompassing areas of north-west England and north Wales. It is designated to protect various species, including the red-throated diver, common scoter, little gull, and waterbird assemblages during the non-breeding season, along with breeding areas for little and common terns. The site also provides critical marine foraging areas for these birds, particularly during their breeding and non-breeding periods.<sup>8</sup>

## National designations

3.3 National designations are shown in **Figure 3.2**.

3.4 Sites of Special Scientific Interest (SSSI) are protected by law to conserve their wildlife or geology. Natural England is a statutory consultee on development proposals that might impact on SSSIs. There are 5 SSSIs within the borough area and 1 within the zone of influence. The full list of SSSIs, along with their associated citations and condition assessments, can be accessed via Natural England's online database.<sup>9</sup>

3.5 The condition statuses of the SSSIs within the Borough of Fylde and the 2km zone of influence are shown in **Figure 3.3**. There are four SSSIs that are wholly designated or include areas designated as unfavourable - no change, unfavourable - recovering, or unfavourable - declining. These are:

- **Marton Mere SSSI** - The majority of this site has been given the status of unfavourable - declining. The site is currently in an unfavourable condition for breeding bird assemblages due to a lack of habitat management, with scrub encroaching on grassland and transitioning into woodland. While the reed bed remains in good condition, invasive species such as Japanese knotweed and potentially giant hogweed pose additional threats.<sup>10</sup>

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<sup>6</sup> JNCC (2015): [Standard Data Form - Ribble & Alt Estuaries SPA](#)

<sup>7</sup> JNCC (2015): [Standard Data Form – Morecambe Bay SPA](#)

<sup>8</sup> JNCC (2015): [Standard Data Form – Liverpool Bay SPA](#)

<sup>9</sup> Natural England (no date): [Designated Sites View - Search](#)

<sup>10</sup> Natural England (1985): [Marton Mere, Blackpool SSSI](#)

- **Lytham St. Anne's Dunes SSSI** - The site is unfavourable - recovering. This is primarily due to insufficient habitat for the F112 Open Short Sward invertebrate assemblage, which failed to meet species targets largely because only 8% of the site currently provides suitable short, open grassland. Some inland areas also remain affected by rank vegetation. However, the F111 assemblage is in favourable condition, dune erosion has been reversed, and active habitat restoration is underway through the Fylde Dunes Project, including mowing, scrub control, and slack creation.<sup>11</sup>
  - **Newton Marsh SSSI** - The site is unfavourable – recovering, due to a significant decline in golden plover numbers, despite suitable on-site habitat. Otherwise, the site is in very good condition for winter, with drainage issues resolved, appropriate grazing levels maintained year-round, and favourable numbers of black-tailed godwits exceeding the baseline.<sup>12</sup>
  - **Ribble Estuary SSSI** - The majority of this site is favourable. A small section of the site has been designated as unfavourable - no change. This is due to the use of agricultural fertiliser, overgrazing, and inappropriate ditch management leading to invasive species and poor water quality.<sup>13</sup>
- 3.6 SSSI Impact Risk Zones (IRZ) are a GIS tool / dataset that maps zones around each SSSI based upon its sensitivities. These IRZs specify the types of development that have the potential to have adverse impacts at a given location. In this respect, many areas of the Borough of Fylde overlap with one or more SSSI IRZs for the types of development, investment and schemes likely to be influenced by the Local Plan. The areas within IRZs can be viewed using the MAGIC Interactive Mapping Tool.<sup>14</sup>
- 3.7 Marine Conservation Zones (MCZs) are areas that protect a range of nationally important, rare or threatened habitats and species. In total, there are two MCZs within proximity to Fylde. These are Fylde MCZ and Ribble Estuary MCZ. Further information on these MCZs can be found [here](#). In addition, Natural England has published Conservation Advice Packages which provide additional detailed information on these Marine Protected Areas.<sup>15</sup>

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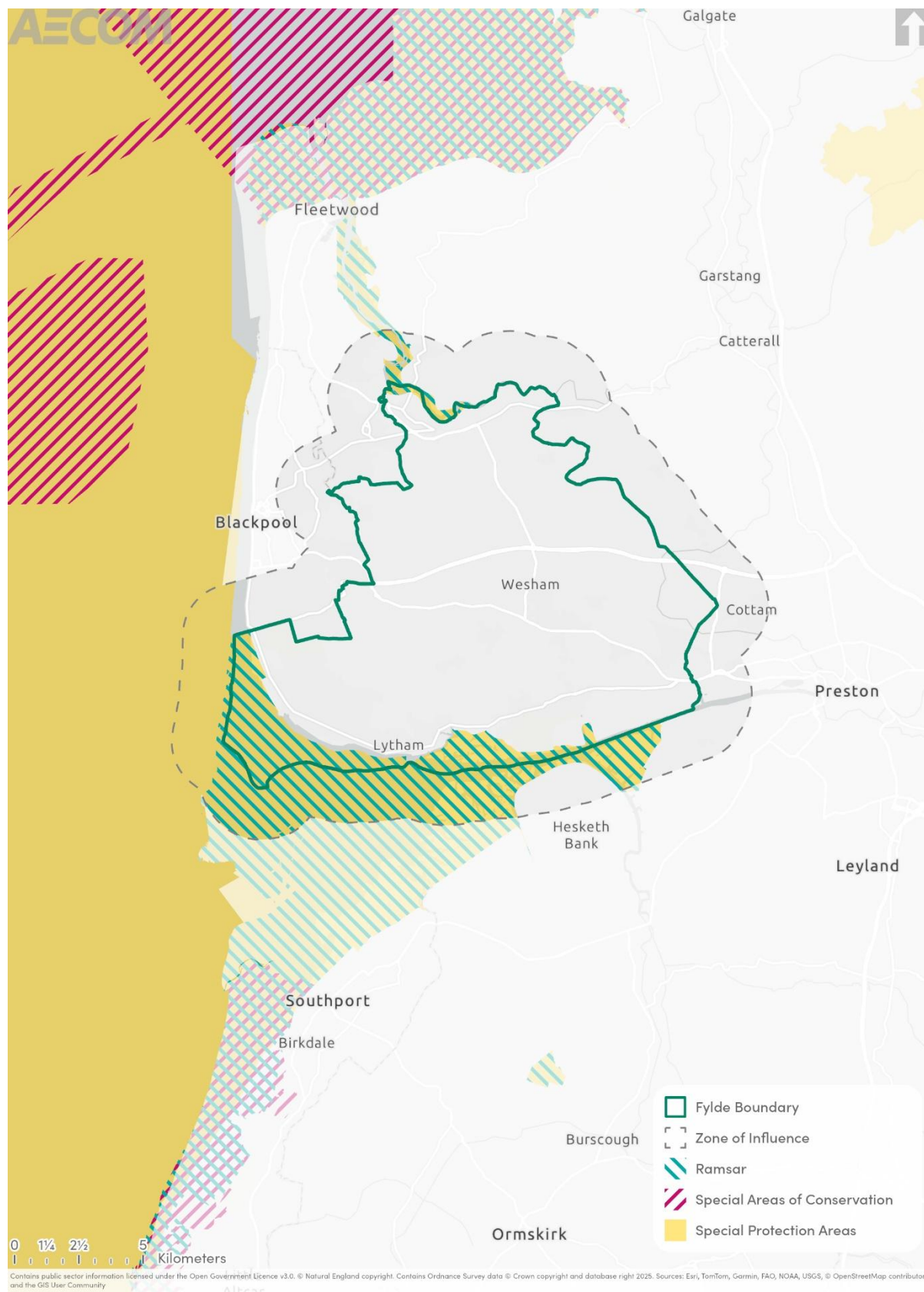
<sup>11</sup> Natural England (1985): [Lytham St. Anne's Dunes SSSI](#)

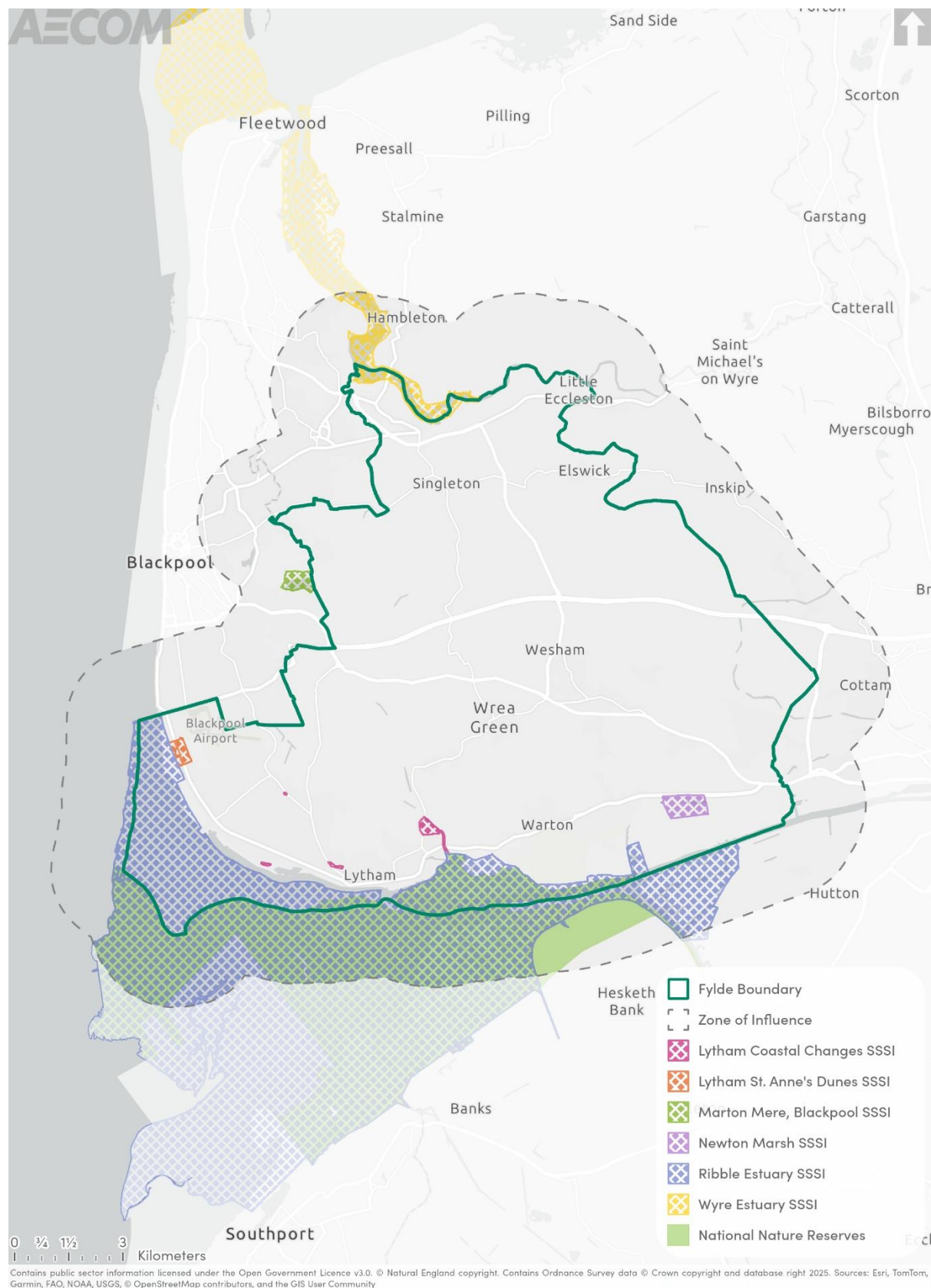
<sup>12</sup> Natural England (1985): [Newton Marsh SSSI](#)

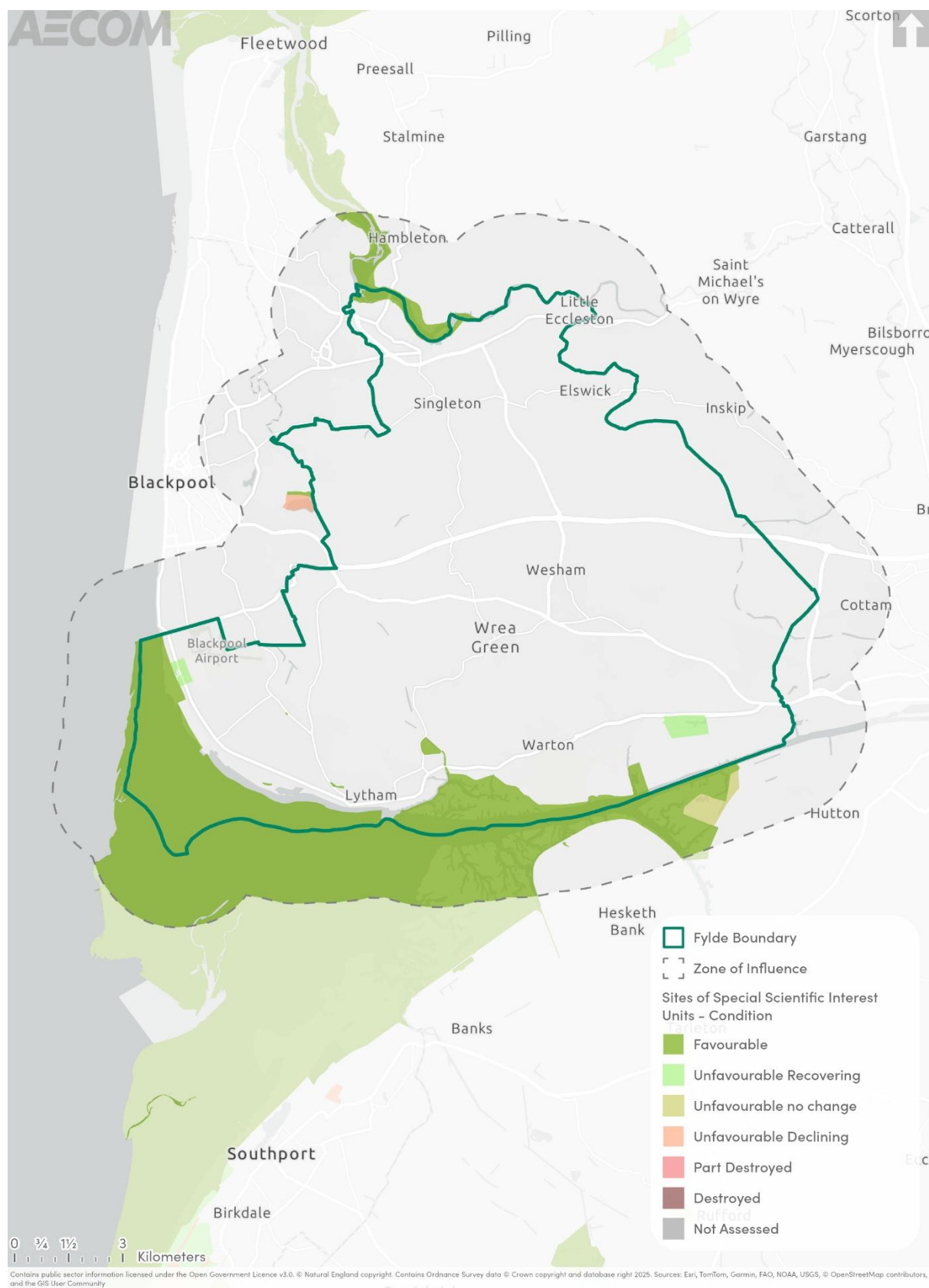
<sup>13</sup> Natural England (1985): [Ribble Estuary SSSI](#)

<sup>14</sup> MAGiC (2024): [MAGiC Interactive Mapping Tool](#)

<sup>15</sup> Natural England (2017): [Western Channel and Celtic Sea marine area site packages](#)

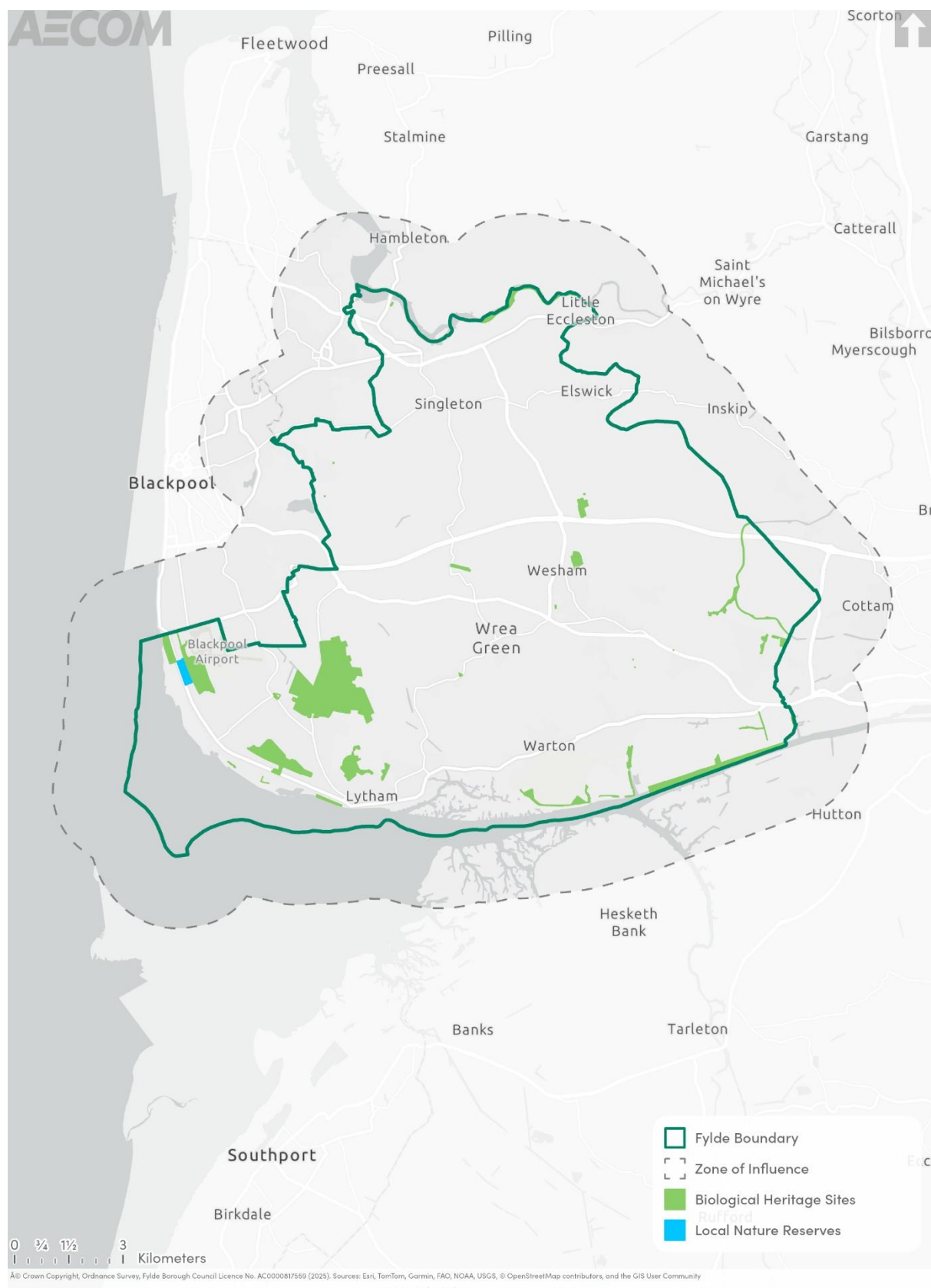
**Figure 3.1: Figure showing international biodiversity designations**

**Figure 3.2: Figure showing national biodiversity designations**

**Figure 3.3: Figure showing SSSIs and their condition status**

## Local designations

- 3.9 Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are habitats of local importance and are designated by local authorities to help maintain their quality and access levels. There is 1 LNRs within the Borough of Fylde, located to the south west of Fylde. There are 2 more LNRs within the 2km zone of influence.
- 3.10 Local Wildlife Sites (LWS) are non-statutory areas identified for their high biodiversity value at the local level. They support important habitats, species, and ecological networks, and although they are not legally protected, they play a vital role in nature conservation. There are a number of LWS across the borough, with most located spatially in the south west of the area.
- 3.11 Local designations are shown in **Figure 3.4**.

**Figure 3.4: Figure showing local biodiversity designations**

## Other biodiversity designations

### Biodiversity Action Plan (BAP) Priority Habitats

3.12 There are a number of Biodiversity Action Plan (BAP) Priority Habitats across the borough. This includes:

- Coastal and floodplain grazing marsh
- Coastal sand dunes
- Good quality semi-improved grassland
- Reedbeds
- Lowland raised bog
- Ponds
- Coastal saltmarsh
- Deciduous woodland
- Lowland fens
- Lowland heathland
- Mudflats
- Traditional orchard

3.13 The spatial distribution of the Priority Habitat Inventory in the borough is shown in **Figure 3.5**. The Coastal sand dunes area along the Fylde coast is known to be more extensive than the area illustrated in the Priority Habitat Inventory.

### Priority Green Infrastructure

3.14 **Figure 3.6** shows priority GI networked throughout the borough with larger concentrations found in the south west of the area, in and around Lytham St Annes. Priority GI links to both health and biodiversity, linking to wildlife, habitats and land types including rivers, green space and land used for climate change mitigation.

3.15 The Fylde Green Infrastructure Strategy<sup>16</sup> sets out a framework to protect, enhance, and expand the borough's diverse environmental assets, ranging from coastal landscapes and farmland to historic parklands and urban greenspaces. The plan identifies key priorities such as expanding habitats, linking fragmented green spaces, improving access, and addressing climate change. The strategy places strong emphasis on integrating green infrastructure into the Local Development Framework, ensuring that new development enhances existing green networks and contributes positively to the overall quality of place.

### Network Enhancement Zones

3.16 Network Enhancement Zones are land in close proximity to the existing habitat components that are more likely to be suitable for habitat re-creation for the particular habitat.<sup>17</sup> These areas are primarily based on soils but in many cases has been refined by also using other data such as hydrology, altitude and proximity to the coast. This is termed the 'Network Enhancement Zone 1'.

<sup>16</sup> Fylde Borough Council (2011): [Fylde Green infrastructure Strategy](#)

<sup>17</sup> GOV.UK (2023) [Habitat Networks: England](#)

- 3.17 Network Enhancement Zone 2 comprise land within close proximity to the existing habitat components that are unlikely to be suitable for habitat re-creation but where other types of habitat may be created or land management may be enhanced, including delivery of suitable Green Infrastructure.
- 3.18 Fragmentation Action Zone comprise land immediately adjoining existing habitat patches that are small or have excessive edge to area ratio where habitat creation is likely to help reduce the effects of habitat fragmentation.
- 3.19 Land within relatively close proximity to the Network Enhancement Zones 1 & 2 that are more likely to be suitable for habitat creation for the particular habitat and identifying possible locations for connecting and linking up networks across a landscape. This is termed the 'Network Expansion Zone'.

- 3.20 **Figure 3.7** shows the Network Expansion and Enhancement Zones in the Borough of Fylde. A substantial area in the south-west of the borough and beyond is covered by Network Enhancement Zones 1 and 2, Restorable Habitat, and Network Expansion Zones. There is a section of Network Enhancement Zone 2 that runs along the entire southern coast of the plan area. There are two large sections of Network Enhancement Zone 1 within the plan area, one to the north west of Wrea Green, and the other to the east of Kirkham. There is also significant coverage of Network Enhancement Zone 1 & 2, Restorable Habitat, and Network Expansion Zones in areas to the north.
- 3.21 Consideration is given to supporting the delivery of the Lancashire Local Nature Recovery Strategy (LNRS),<sup>18</sup> a major commitment in the government's 25 Year Environment Plan. LNRS's are a mandatory system of spatial strategies for nature established by the Environment Act 2021. They are designed as tools to encourage coordinated practical and focused action and investment in nature. The LNRS aims to restore and connect habitats to support biodiversity, with local partners identifying priority actions and locations for nature recovery.
- 3.22 The Lancashire LNRS seeks to halt biodiversity loss, restore and expand habitats, and connect them across the landscape. It identifies key habitat types and outlines priorities for each, including restoring natural processes, enhancing habitat condition, improving connectivity and supporting sustainable land use. It also sets 'universal priorities' applicable across habitats: tackling nutrient enrichment and pollution, invasive species and biosecurity issues, and reducing recreational impacts.

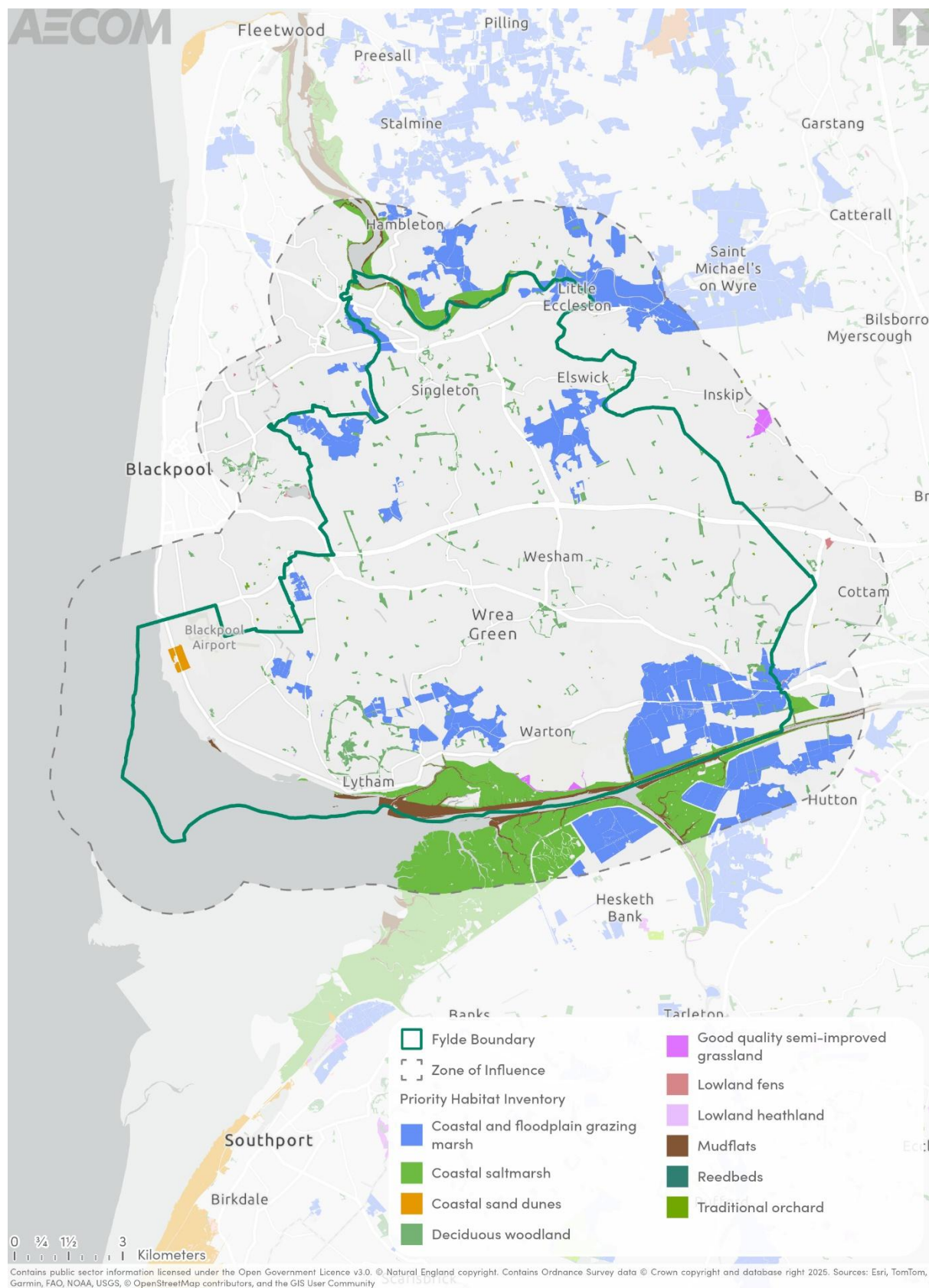
## Peat

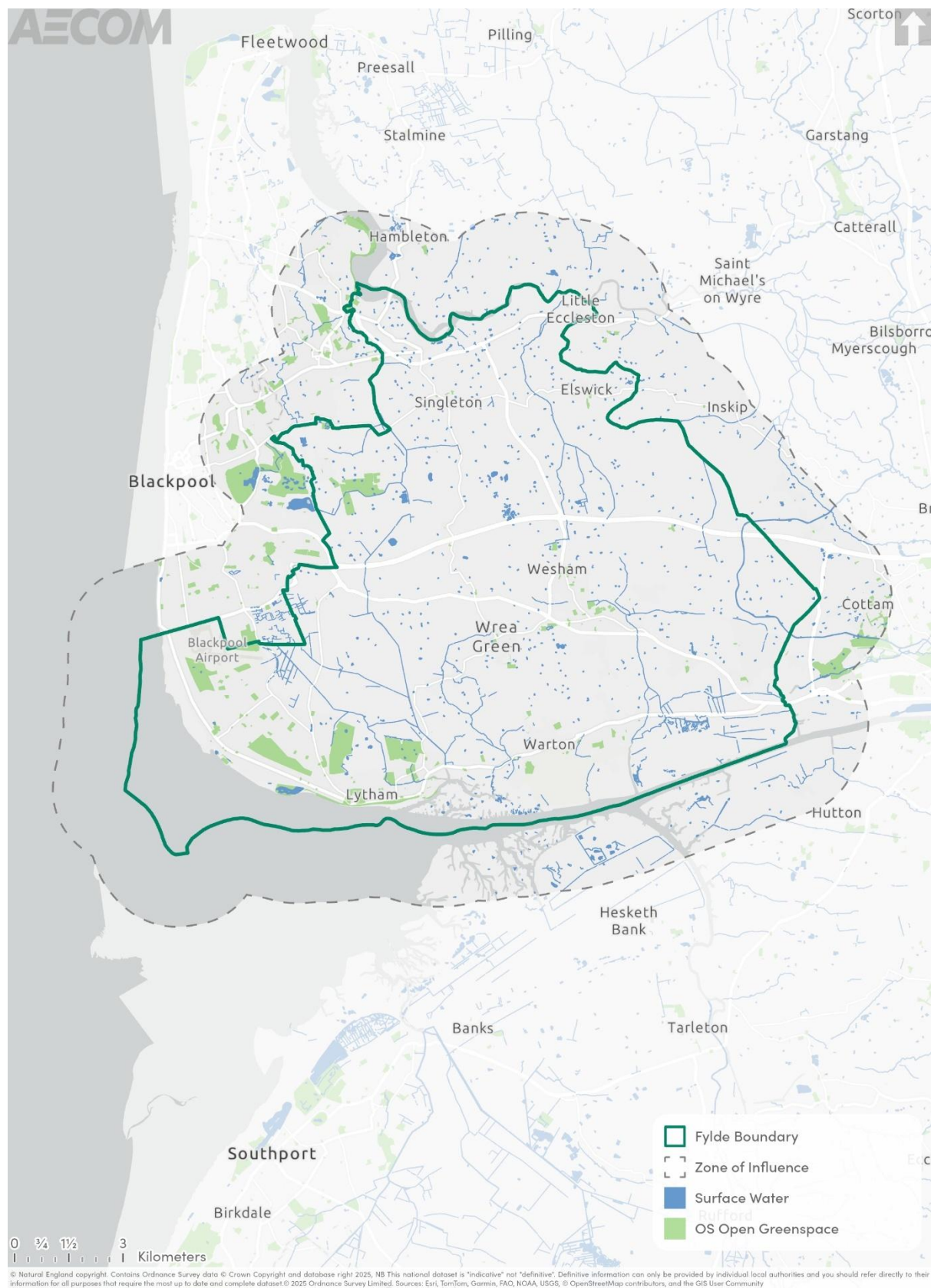
- 3.23 The England Peat Action Plan defines Peatland as “*areas of land with a naturally accumulated layer of peat, formed from carbon rich dead and decaying plant material under waterlogged conditions*”. This build-up of decaying matter creates a rich organic soil that has a high carbon density.<sup>19</sup>
- 3.24 The 2023 Environmental Improvement Plan highlights that degraded lowland peat contributes around 3% of England's greenhouse gas emissions, making peatland restoration and the avoidance of development on peat soils important for achieving net zero targets.

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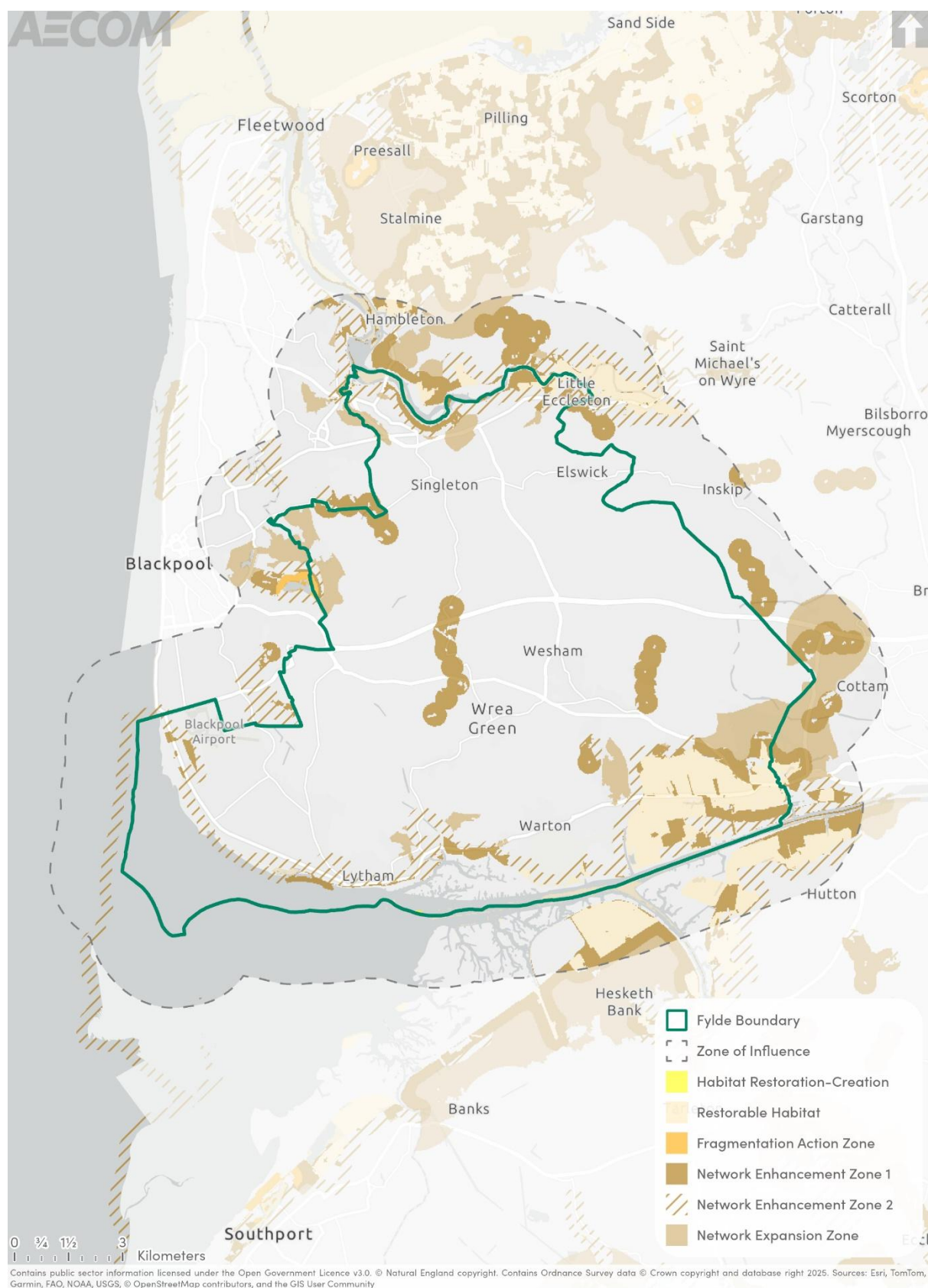
<sup>18</sup> Lancashire County Council (2025): [Local Nature Recovery Strategy](#)

<sup>19</sup> UK.GOV (2021): [England Peat Action Plan](#)

**Figure 3.5: Figure showing existing priority habitat and ancient woodland**

**Figure 3.6: Green and Blue Infrastructure**

**Figure 3.7: Figure showing habitat restoration and network expansion and enhancement zones**



## Future baseline summary

- 3.25 To preserve and enhance biodiversity in and around the Borough of Fylde, it is important to protect and improve not only key existing habitats but also the links between them. Delivering biodiversity net gain through new developments and coordinating these developments effectively will help maximise opportunities to strengthen ecological corridors and green infrastructure across the borough and its surroundings.
- 3.26 New infrastructure can lead to habitat fragmentation; for instance, new transport developments may divide habitats and create physical barriers between biodiverse areas. Without careful planning and mitigation, this could reduce biodiversity connectivity across the borough area.
- 3.27 It is also possible that internationally and nationally designated sites for biodiversity will experience an increase in pressures as a result of growth across the area. This is due to an increase in new homes, employment, growth, transport infrastructure and associated vehicles causing changes to air quality to which these designations are sensitive. Growth could also lead to improved or increased access to designated sites, which has the potential to increase recreational pressure in biodiverse areas.
- 3.28 Under the Environment Act 2021, most developments are required to deliver at least 10% biodiversity net gain (BNG). BNG will be measured using biodiversity metrics and habitats will need to be secured for at least 30 years. As a result, it is expected that there should be an improvement in biodiversity value across the borough in the long term. Local planning policy documents are also likely to identify opportunities to create new or expand upon existing green and blue infrastructure networks. This would likely contribute to biodiversity connectivity across the borough area (rather than severance).

## Key sustainability issues

- 3.29 The following key sustainability issues have been identified:
- There is strong legislative and policy framework seeking to protect and enhance biodiversity. In particular, there is a need to reverse the declines that have been experienced in biodiversity and to achieve 'net gain'.
  - There are five internationally designated sites within the borough or within a 2km zone of influence, which contribute to the wider biodiversity network. These sites will be sensitive to development through the Fylde Local Plan, including through increased impacts on air quality and recreational pressures.
  - In addition to the sensitivity of internationally designated sites, the sensitivity of Functionally Linked Land (FLL) should also be recognised as a key consideration. FLL is frequently used by SPA/ SAC and Ramsar species and supports the functionality and integrity of the designated sites.
  - Internationally designated sites are supported by networks of wildlife habitats which extend across the borough area. Nationally and locally designated sites predominantly exist outside of the urban areas, although some are located within.

- There are a variety of BAP Priority Habitats and components of the nature network present across the borough. It will be important for the Local Plan to support nature recovery across the area and restore any losses that might come as a result of development.

## Scoping decision

3.30 Based on the key issues discussed above, it is proposed that the biodiversity topic should be scoped in to the IA. The objectives and assessment questions, presented in **Table 3.1**, are proposed as part of the IA framework.

**Table 3.1: Proposed objectives and assessment questions**

| IA topic     | IA objective                                                                                                                          | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Biodiversity | Protect, restore and enhance habitats and species, including designated sites, locally important features and links between habitats. | <ul style="list-style-type: none"> <li>• Protect the integrity of the European designated SPAs and Ramsar within and nearby Fylde?</li> <li>• Avoid negative impacts, and where possible improve the condition of nationally designated SSSI, MCZs and NNR sites within and nearby Fylde?</li> <li>• Manage pressures on locally designated sites for biodiversity and in Fylde?</li> <li>• Protect and enhance priority habitats, as well as the habitats of priority species, during both the construction and operational phases of development/ schemes?</li> <li>• Protect and enhance ecological networks and areas of Functionally Linked Land?</li> <li>• Achieve national biodiversity net gain (BNG) standard or above?</li> <li>• Increase the resilience of biodiversity to the potential effects of climate change?</li> <li>• Reduce the impact of development on species' severance?</li> <li>• Manage recreational disturbances on habitats and designated sites?</li> <li>• Support an interconnected green infrastructure network which supports nature recovery and connectivity?</li> <li>• Protect and enhance areas of deep restorable peat?</li> <li>• Align with Local Nature Recovery Strategy (LNRS) and Nature Recovery Networks?</li> </ul> |

## Environmental outcomes / indicators

3.31 The following metrics have been identified as relevant indicators for this topic:

- Direct loss of either SSSI, NNR, and LNR area (ha) as a result of development and associated infrastructure.
- Percentage biodiversity net gain.
- Direct loss or change in habitat quality of Priority Habitat or designated important biodiversity sites.
- % of SSSI site area in favourable, unfavourable recovering, unfavourable no change, unfavourable declining, or destroyed condition.
- Changes to habitat quality within SPA and Ramsar sites, including effects on population size and long-term use by qualifying bird species.
- Number of schemes requiring a Natural England development licence.

## 4. Water, soil and land resources

### Focus of theme

- Water quality and resources
- Soil resources
- Mineral resources
- Waste

### Current baseline summary

#### Water

- 4.1 The Borough of Fylde sits within three water management catchments: Ribble, Wyre, and North West TraC. They are all located within the North West River Basin District. These management catchments can be further categorised into operational catchments.
- 4.2 Within Ribble, the Savick Brook and Fylde South Drains operational catchment covers the south of the borough area. Within Wyre, the Fleetwood Peninsula operational catchment covers the majority of Fylde, and the Wyre and Calder operational catchment covers a small section to the west of Great Eccleston. Within the North West TraC, the Ribble Estuary operational catchment and the North West Region Coastal Waters operational catchment cover a small area to the south west of the borough.
- 4.3 A summary of water quality within operational catchments is presented in **Table 4.1**.

**Table 4.1: Ecological status of water bodies in the operational catchments**

| Operational catchment               | Number of water bodies | Ecological status |      |          |      |      |
|-------------------------------------|------------------------|-------------------|------|----------|------|------|
|                                     |                        | Bad               | Poor | Moderate | Good | High |
| Savick Brook and Fylde South Drains | 6                      | 0                 | 0    | 6        | 0    | 0    |
| Fleetwood Peninsula                 | 4                      | 1                 | 0    | 3        | 0    | 0    |
| Wyre and Calder                     | 8                      | 0                 | 0    | 5        | 3    | 0    |
| Ribble Estuary                      | 1                      | 1                 | 0    | 0        | 0    | 0    |
| North West Region Coastal Waters    | 3                      | 0                 | 0    | 2        | 1    | 0    |

- 4.4 The Catchment Data Explorer<sup>20</sup> classifies the reasons for not achieving good status (RNAGS) for the operational catchments are presented overleaf, in **Table 4.2**. The table summarises key pressures on water quality across the three management catchments, focusing on overall issue prevalence rather than sectoral breakdowns. In the case of Fylde, pollution from rural areas is the most prevalent reason as to why water bodies are not achieving a good status.

**Table 4.2. RNAGS for water bodies in the water operational catchments**

| Significant water management issue             | Savick Brook and Fylde South Drains | Fleetwood Peninsula | Wyre and Calder | Ribble Estuary | North West Region Coastal Waters |
|------------------------------------------------|-------------------------------------|---------------------|-----------------|----------------|----------------------------------|
| Changes to the natural flow and level of water | 0                                   | 0                   | 2               | 0              | 0                                |
| Invasive non-native species                    | 0                                   | 0                   | 0               | 0              | 0                                |
| Physical modifications                         | 7                                   | 3                   | 4               | 1              | 1                                |
| Pollution from abandoned mines                 |                                     | 0                   | 0               | 0              | 0                                |
| Pollution from rural areas                     | 9                                   | 14                  | 3               | 0              | 1                                |
| Pollution from towns, cities and transport     | 12                                  | 9                   | 0               | 0              | 0                                |
| Pollution from waste water                     | 4                                   | 5                   | 1               | 2              | 0                                |

- 4.5 Groundwater Source Protection Zones (SPZs) are defined by the Environment Agency in England and Wales to safeguard groundwater sources like wells, boreholes, and springs used for public drinking water supply.<sup>21</sup> Within the borough, there is a SPZ located in the south east of the plan area. It is classified as a total catchment zone SPZ3, and stretches from Preston northwards to just beyond Garstang, as illustrated in **Figure 4.1**.
- 4.6 Bathing waters are designated and monitored under the Bathing Water Regulations 2013, with classifications based on water quality standards set by the Environment Agency. The Fylde Coast includes a number of designated bathing waters across Blackpool, Fylde and Wyre, including two within the Borough of Fylde comprising 'St Annes North' and 'St Annes Pier'. Under the 2025 bathing waters classification, both St Annes North and St Annes Pier are classified as 'sufficient'.

<sup>20</sup> DEFRA (2023): [Catchment Data Explorer](#)

<sup>21</sup> GOV.UK (2023): [Groundwater protection](#)

- 4.7 The Fylde Peninsula Water Management Group's Bathing Water Improvement Action Plan is identified as a key mechanism for addressing pressures on bathing waters quality, with actions focused on reducing sewer overflows, managing surface water through sustainable drainage systems (SuDS), tackling diffuse pollution, and promoting good practice in new development.
- 4.8 Nitrate Vulnerable Zones (NVZs) are designated by DEFRA to identify areas at risk of nitrate pollution from agriculture. NVZs are bounded by rules on the use of fertilisers and manures and other farming activities to help prevent water pollution.<sup>22</sup> The zones are designated according to criteria in the EU Nitrates Directive (91/676/EEC), which aims to reduce nitrates pollution in water caused by agricultural practices.<sup>23</sup> There are no NVZs within the Borough of Fylde.
- 4.9 Bathing waters are designated and monitored under the Bathing Water Regulations 2013, with classifications based on water quality standards set by the Environment Agency. The Fylde Coast includes a number of designated bathing waters across Blackpool, Fylde and Wyre, including two within the Borough of Fylde comprising 'St Annes North' and 'St Annes Pier'. Under the 2025 bathing waters classification, both St Annes North and St Annes Pier are classified as 'sufficient'.<sup>24</sup>
- 4.10 The Fylde Peninsula Water Management Group's Bathing Water Improvement Action Plan<sup>25</sup> is identified as a key mechanism for addressing pressures on bathing waters quality, with actions focused on reducing sewer overflows, managing surface water through sustainable drainage systems (SuDS), tackling diffuse pollution, and promoting good practice in new development.
- 4.11 Wastewater treatment within Fylde is managed by United Utilities. The company's latest Drainage and Wastewater Management Plan identifies the Fylde Hub, part of the Natural Course programme, as a collaborative initiative that brings together utilities, environmental bodies, local authorities and river trusts to address water quality and water quantity issues across the Fylde catchment. Key areas of focus include sustainable drainage systems (SuDS), natural flood management, wetland enhancement, sustainable land management practices and environmental monitoring.<sup>26</sup>

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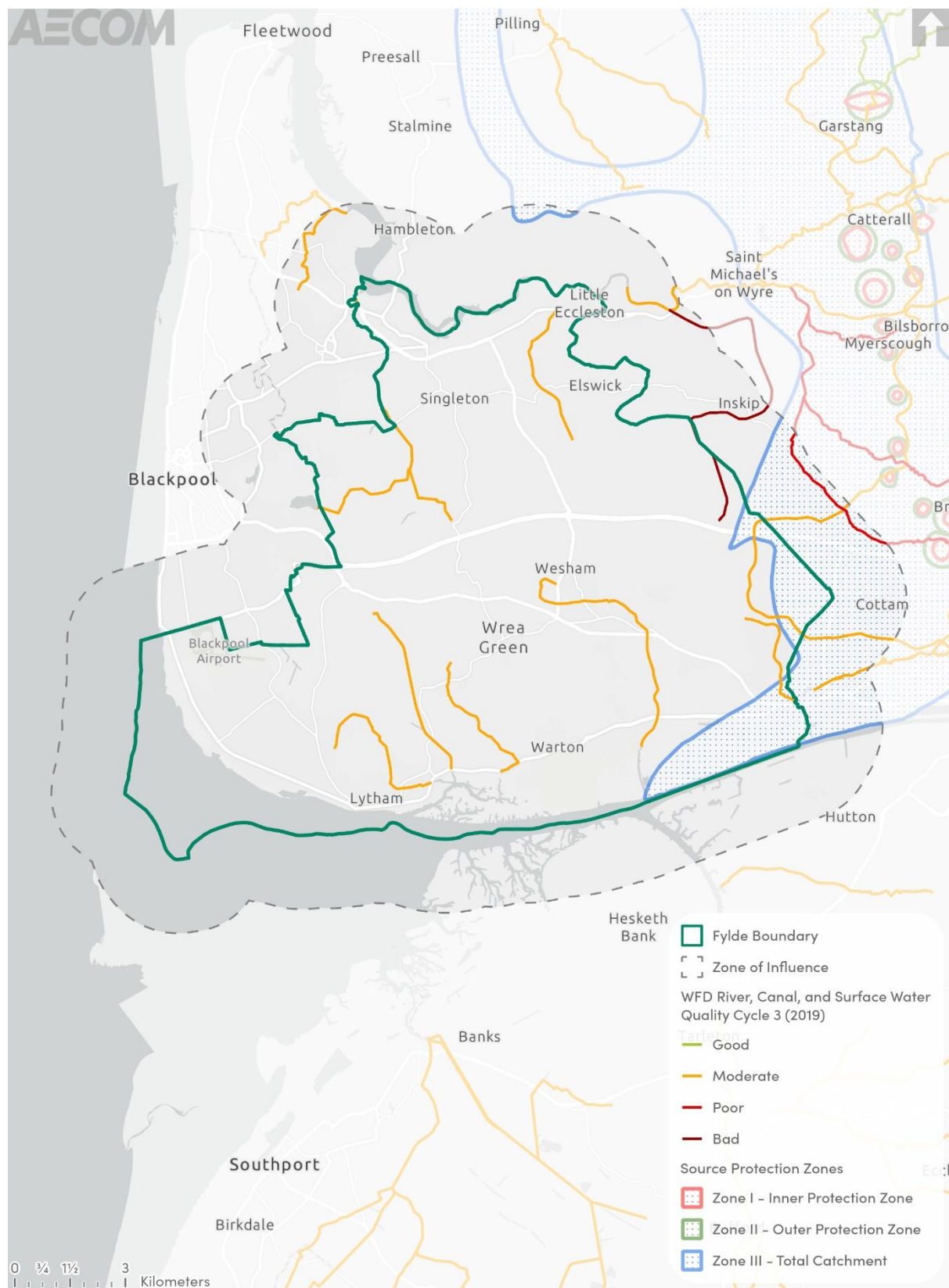
<sup>22</sup> GOV.UK, Defra (2018): [Nitrate vulnerable zones](#)

<sup>23</sup> European Commission (2024): [Nitrates - European Commission](#)

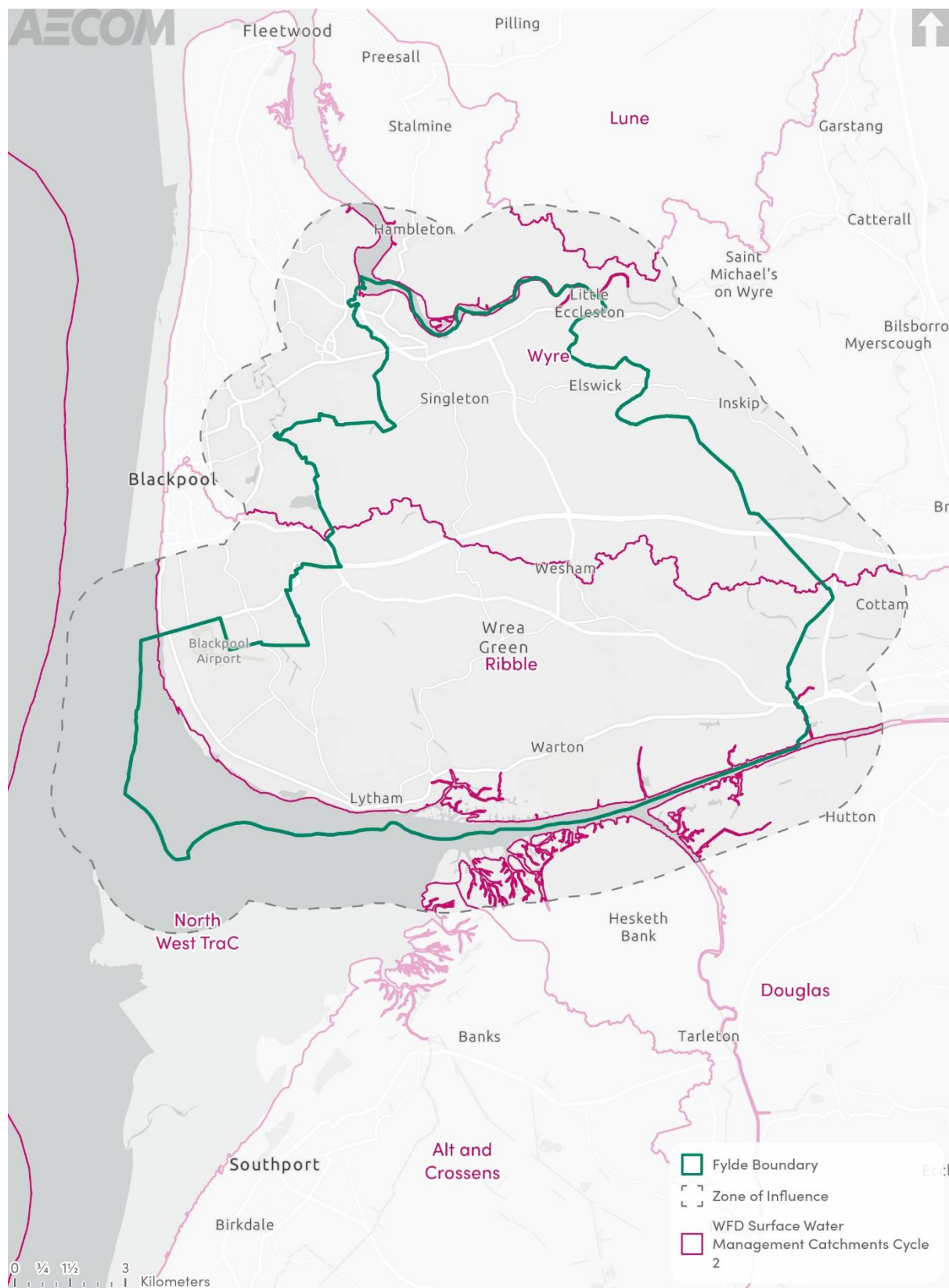
<sup>24</sup> Fylde Borough Council (2025) [Fylde Bathing Waters Annual Report 2025 Classifications](#)

<sup>25</sup> Fylde Peninsula Water Management Group (2019) [Improving our bathing waters](#)

<sup>26</sup> United Utilities (2023): [Drainage and Wastewater Management Plan](#)

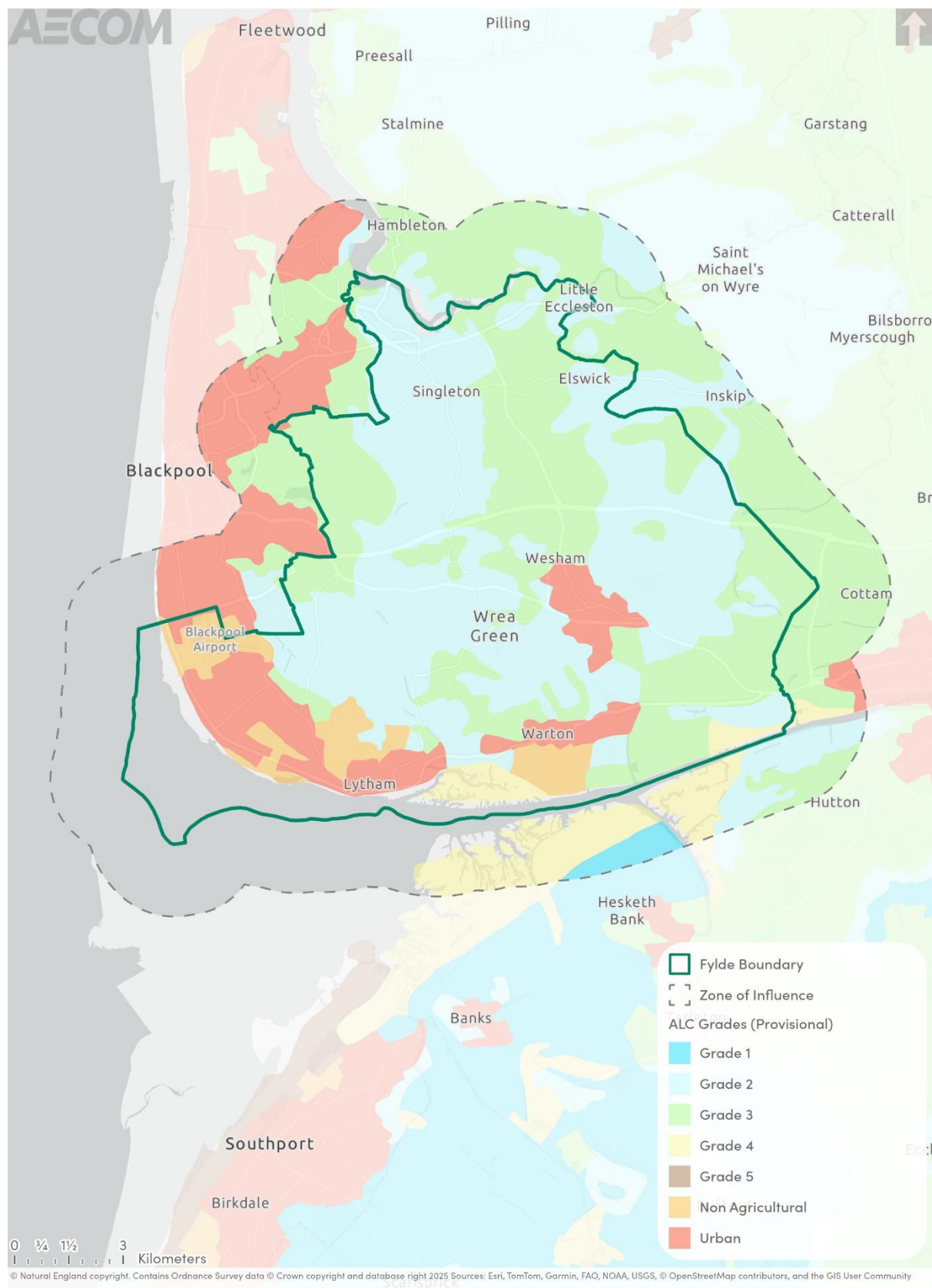
**Figure 4.1: Figure showing water quality and associated zones**

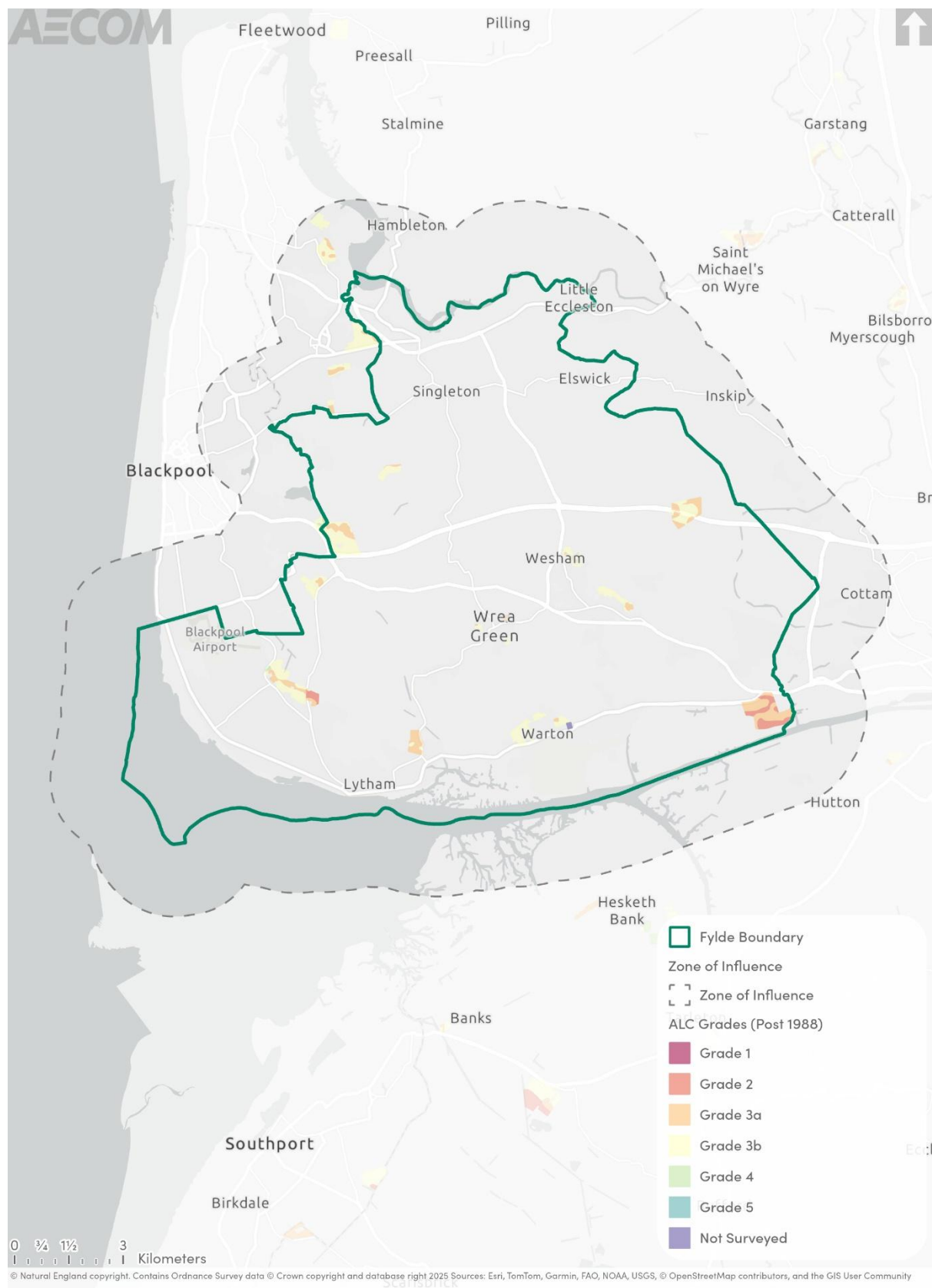
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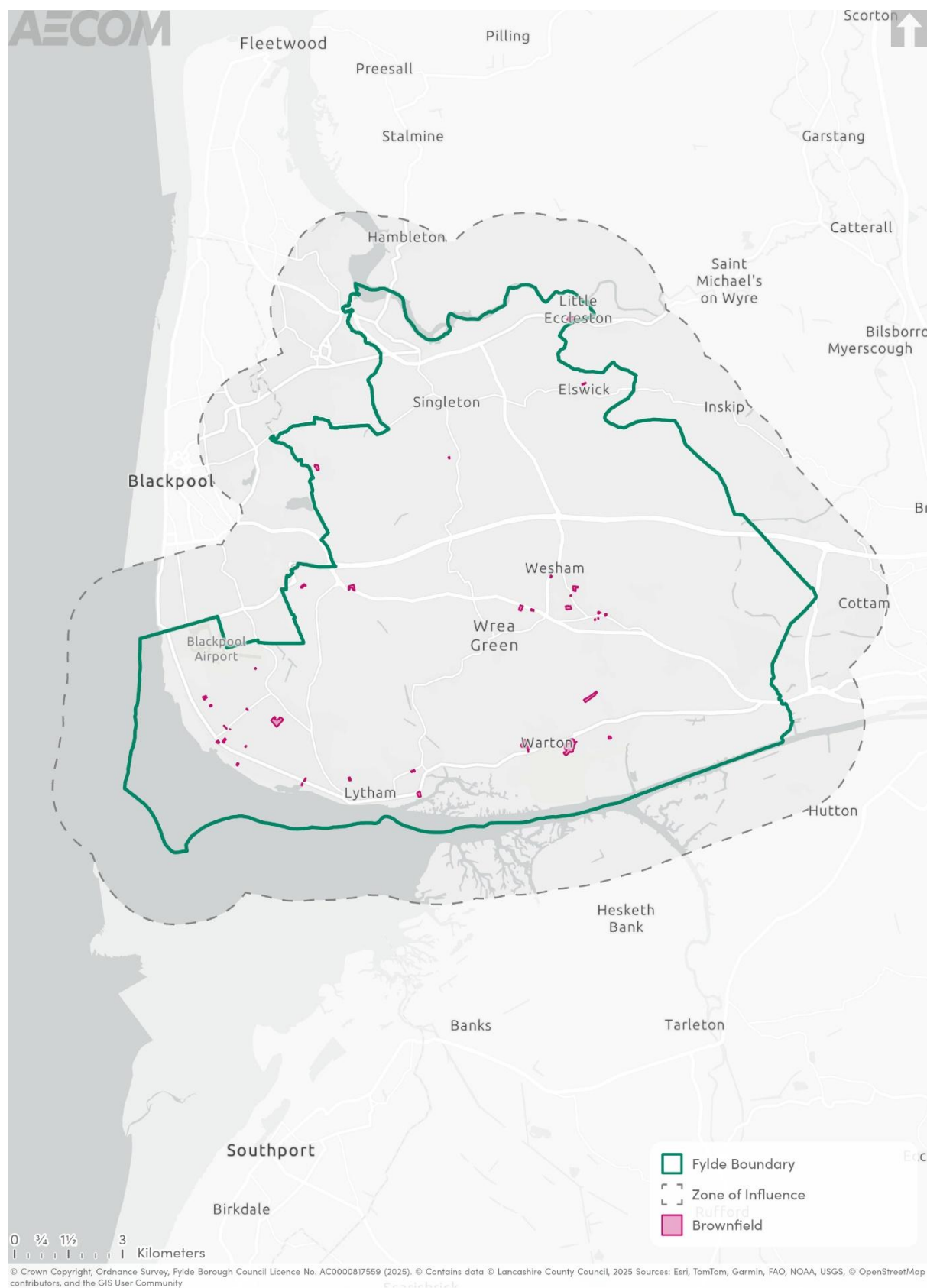
**Figure 4.2: Figure showing water management catchment**

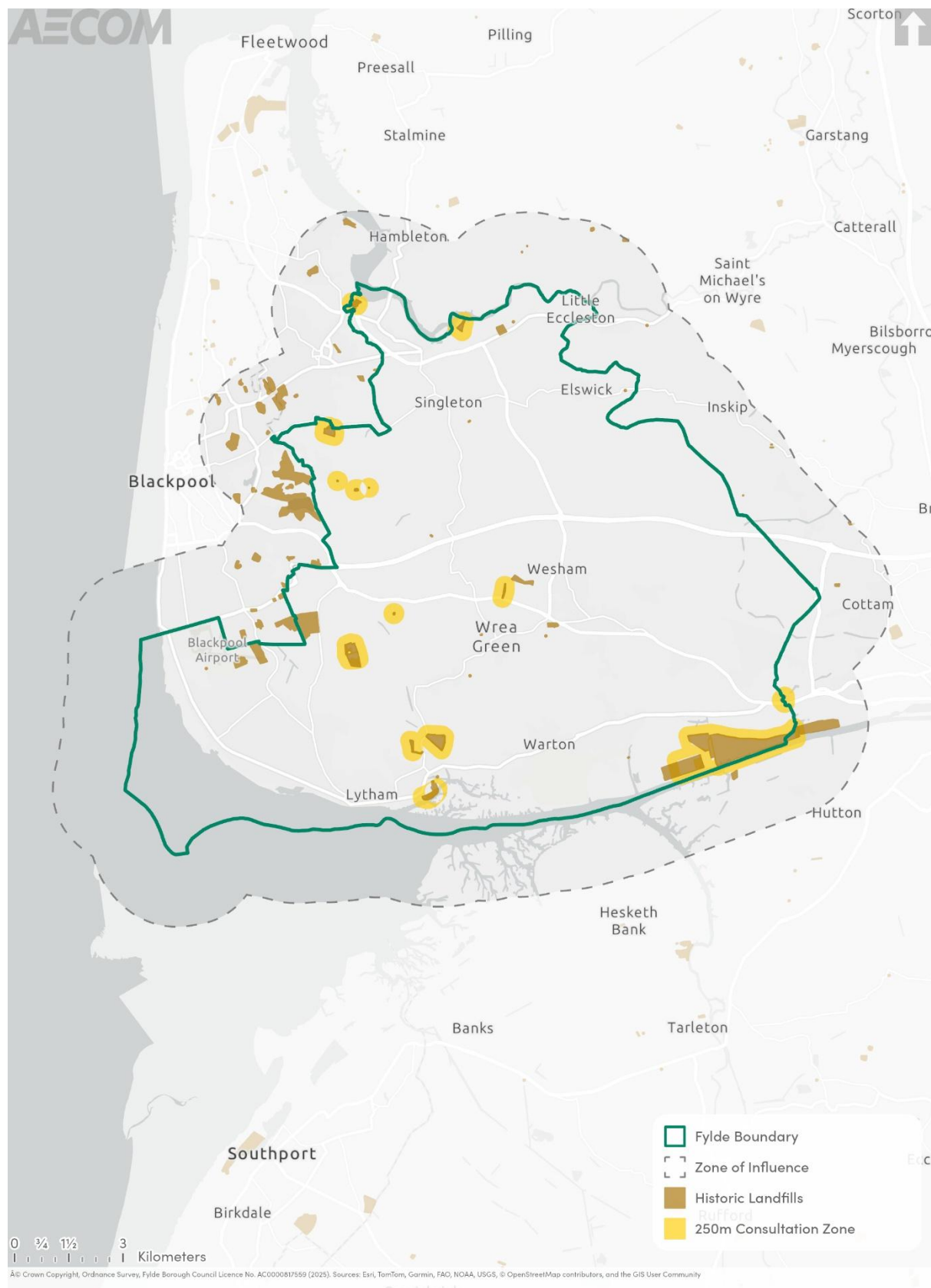
## Soil resources

- 4.12 The Agricultural Land Classification (ALC) classifies land into six grades (plus 'non-agricultural land' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' (BMV) land and Grades 3b to 5 of poorer quality. In this context, there is a need to avoid loss of higher quality 'best and most versatile' agricultural land.
- 4.13 In terms of the location of the best and most versatile agricultural land, a detailed classification has not been undertaken for most areas of undeveloped land in the Borough of Fylde. The provisional ALC dataset provided by Natural England indicated that the majority of the borough is considered to be underlain by Grade 2 (47.7%) and Grade 3 (33.9%) land. The south west of the borough is underlain by majority Non-Agricultural or Urban land. There is no Grade 1 land in the borough area. This is illustrated in **Figure 4.3**.
- 4.14 **Figure 4.4** shows land that has been surveyed to determine its ALC, providing a more precise indication of the class of agricultural land, including by splitting Grade 3 ALC into Grades 3a and 3b. The borough has had some surveying within its boundary. These surveys suggest that there are areas of Grade 2 and Grade 3a agricultural land within Fylde.
- 4.15 **Figure 4.5** shows land on the Brownfield Land Register in the Borough of Fylde in 2024. The sites on the land register are considered appropriate for residential development. There are a number of brownfield sites located across Fylde; however, these are mostly concentrated in and around Lytham St Annes, Wesham, Kirkham and Walton.
- 4.16 **Figure 4.6** shows the location of historic landfill sites in the Borough of Fylde. Historic landfill sites occur across the area. However, the majority are primarily located in proximity to Lytham St Annes. There is also a large site to the east of Warton aerodrome. There are a number of historic landfill sites in proximity to the boundary of the borough, with a notably large site located to the west of Preston.

**Figure 4.3: Figure showing provisional agricultural land classifications**

**Figure 4.4: Figure showing agricultural land classifications (post-1988 survey)**

**Figure 4.5: Figure showing brownfield land (2024 register)**

**Figure 4.6: Figure showing historic landfill sites**

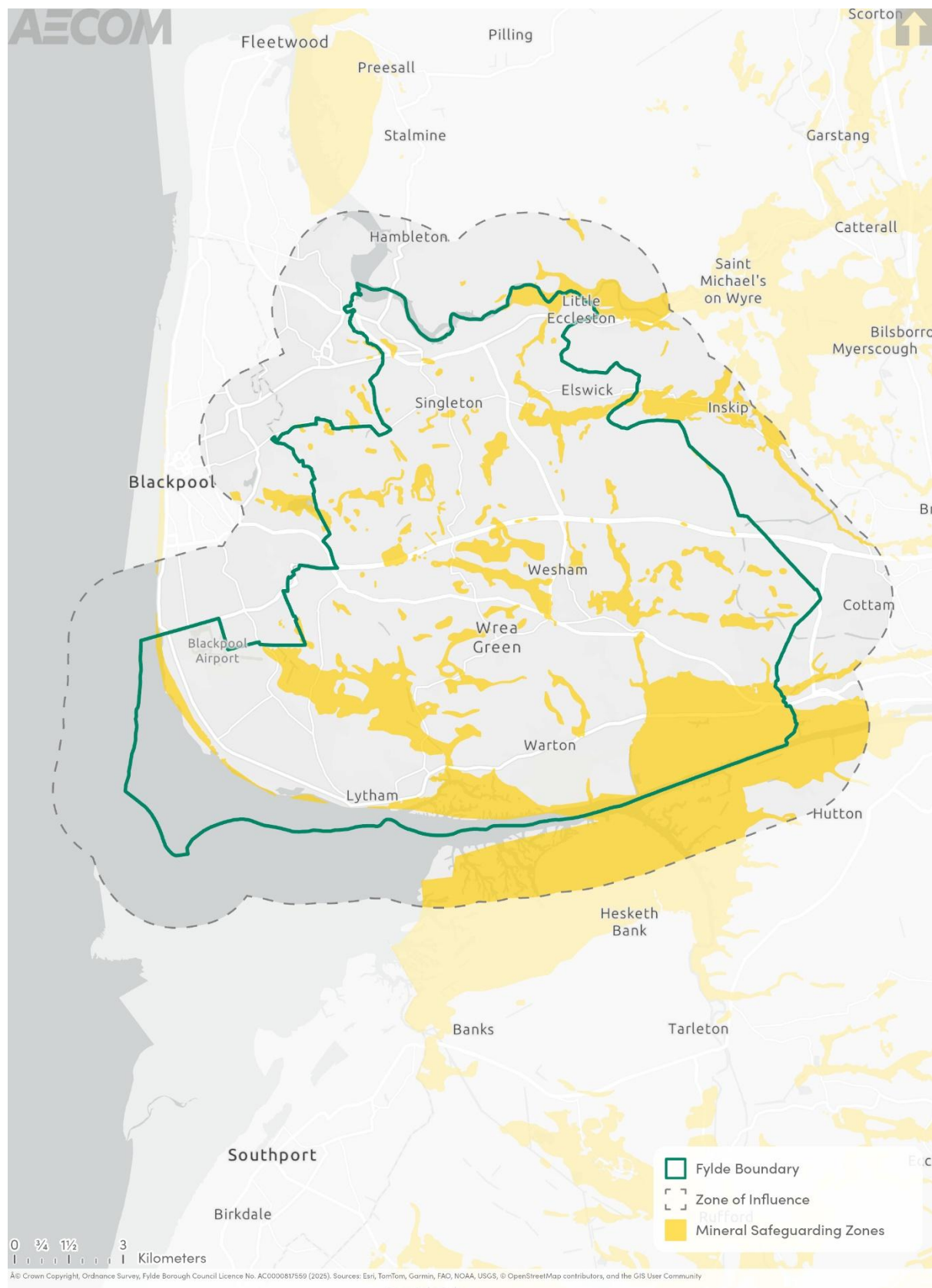
## Mineral resources

- 4.18 Mineral resources are defined as natural concentrations of minerals or, in the case of aggregates, bodies of rock that are, or may become, of potential economic interest due to their inherent properties. They make an essential contribution to the country's prosperity and quality of life. Since minerals are a non-renewable resource, minerals safeguarding is the process of ensuring that non-minerals development does not needlessly prevent the future extraction of mineral resources of local and national importance.<sup>27</sup>
- 4.19 Lancashire County Council is the minerals and waste planning authority for Fylde and is responsible for identifying mineral sites and policies across the county. Within the Borough of Fylde, underlying geology includes sandstone, peat, boulder clay, and sand and gravel, some of which are designated as Mineral Safeguarding Areas (MSAs). As illustrated in **Figure 4.7**, there are large MSAs located in the south east of the borough, to the east of Lytham St Annes alongside smaller, scattered sites (some of which are in proximity to settlements).
- 4.20 The Borough of Fylde is covered by the Joint Lancashire Minerals and Waste Local Plan (MWLP),<sup>28</sup> adopted in March 2009 and currently under review (as of September 2025). The MWLP sets out the long-term approach to minerals and waste development, focusing on safeguarding finite mineral resources, reducing reliance on primary extraction through the use of recycled and secondary aggregates, meeting demand for sand, gravel and crushed rock, identifying preferred areas for extraction based on geological evidence and consultation, and supporting sustainable minerals production by safeguarding facilities that offer alternatives to road transport for minerals.
- 4.21 An outdated mineral management plan represents a gap in the baseline, given some features or wider areas may be more vulnerable to impacts associated with the Local Plan. Updating the minerals strategy would allow the review or potential removal of existing MSAs, offering developers clearer guidance on where development can take place without affecting important mineral resources in Fylde.

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<sup>27</sup> GOV.UK (2014): [Minerals](#)

<sup>28</sup> Lancashire County Council (2009): [Lancashire Minerals and Waste Local Plan](#)

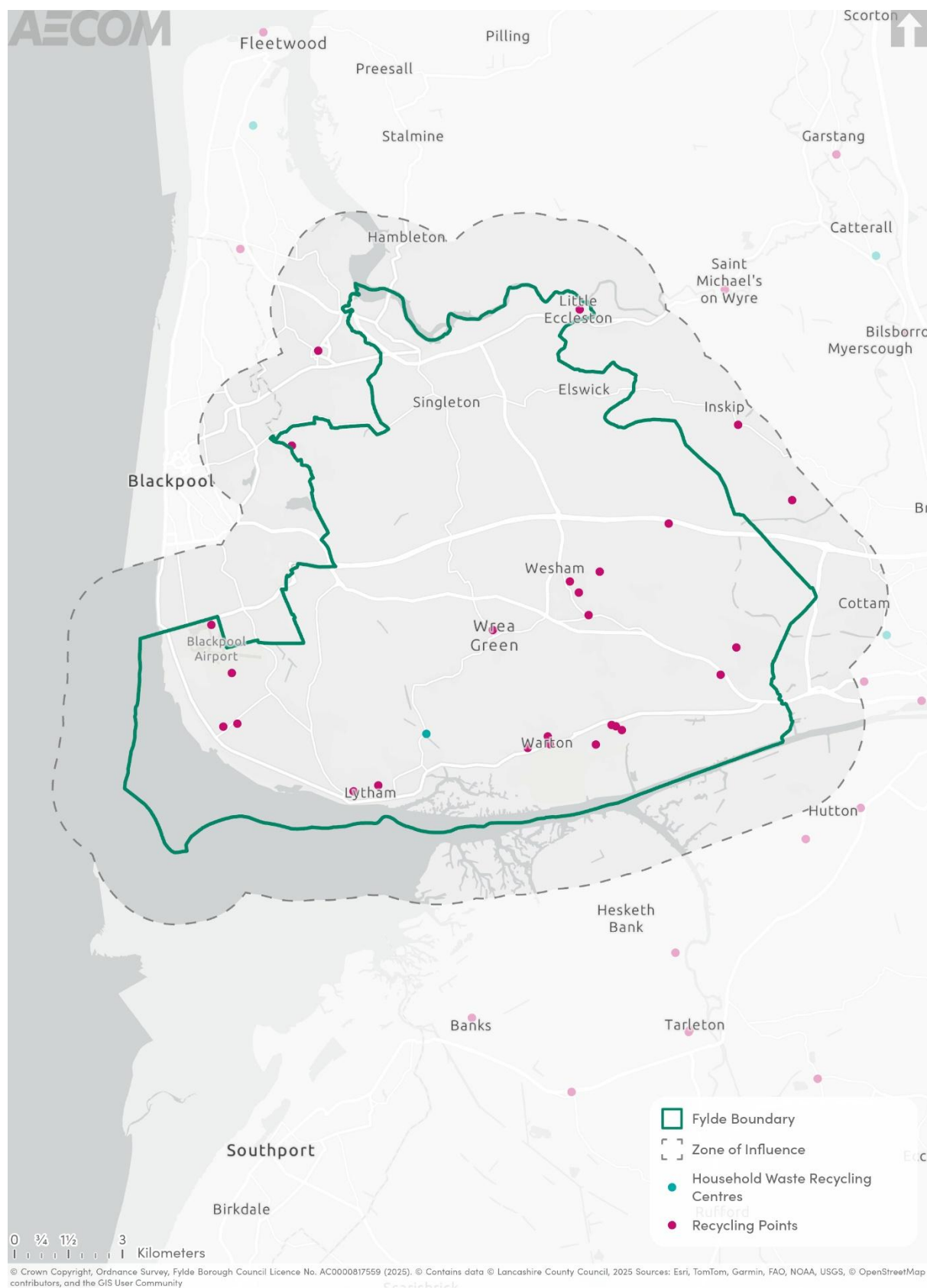
**Figure 4.7: Figure showing Minerals Safeguarding Areas**

## Waste

- 4.22 The Joint Lancashire MWLP<sup>29</sup> aims to shift waste management from landfill towards more sustainable management practices that follow the waste hierarchy.
- 4.23 Lancashire relies heavily on landfill for waste disposal, and the MWLP acknowledges the need to adopt more advanced waste-management methods. The MWLP also recognises that waste transport is overly dependent on road vehicles, contributing to congestion and emissions.
- 4.24 Within the Borough of Fylde, three sites are allocated in the MWLP: Westinghouse Springfields, which is allocated for the disposal of low-level radioactive waste generated at the facility; Salwick Sidings, where the rail infrastructure is safeguarded for potential future waste transport; and Whitehills Business Park, which is identified as a potential location for waste-management facilities near the Blackpool boundary. Whilst the Salwick Sidings site remains allocated in the MWLP, the rail infrastructure was physically removed by Network Rail during the works to electrify the North Fylde Line.
- 4.25 An outdated waste management plan represents a gap in the baseline, given some features or wider areas may be more vulnerable to impacts associated with the Local Plan. An updated waste management plan would help to identify suitable areas for waste management facilities in the context of growth. This could help ensure that facilities are appropriately located to serve the needs of the area whilst minimising potential adverse impacts linked to growth in the context of waste.
- 4.26 **Figure 4.8** illustrates the distribution of waste management and recycling facilities in and around Fylde, showing that they are predominantly concentrated in the south-east and eastern parts of the borough.

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<sup>29</sup> Lancashire County Council (2009): [Lancashire Minerals and Waste Local Plan](#)

**Figure 4.8: Figure showing waste management and recycling facilities**

## Future baseline summary

- 4.27 Population growth, development, and climate change are likely to increase pressure on water resources. Climate change could also heighten the risk of flooding, which may lead to adverse effects on water quality (including the quality of bathing waters) due to the overflowing of stormwater drains and the leaching of contaminated soils into surface waters.
- 4.28 Soil erosion could become a growing concern in the future. Increased urban development may lead to greater surface water flooding, resulting in the movement of soil resources during flood events. Soil compaction and sealing are also expected to increase due to the expansion of developed areas and impermeable surfaces.
- 4.29 Pressure for development within the undeveloped areas of the borough has the potential to result in the loss of productive agricultural land. It may also lead to the sterilisation of important mineral resources.
- 4.30 Brownfield land redevelopment must be carefully managed in line with national planning policy, which promotes the sustainable re-use of such sites.

## Key sustainability issues

- 4.31 The following key sustainability issues have been identified:
- Many water bodies in Fylde's catchments fail to achieve "good" ecological status, with pollution from rural areas being the most significant issue. Urban pollution, waste water pollution, and physical modifications to watercourses also contribute to poor water quality, impacting ecosystems and drinking water sources.
  - Designated bathing waters in the Borough of Fylde failed to achieve "good" quality status in 2025 and there is potential for flood risk to have adverse effects on bathing water quality.
  - Increased housing and associated infrastructure could lead to higher water consumption and wastewater generation, which may place additional pressures on water treatment facilities and local watercourses.
  - Borough of Fylde is underlain with large amounts of Grade 2 and potential Grade 3a land. Protecting these productive soils from development is important for preserving local food production and biodiversity.
  - There are a number of MSAs within the borough area. Development in proximity of these areas must ensure that they do not confer a detrimental effect on mineral resources.
  - There are historic landfill sites situated on the coast in the south east of the borough area, presenting potential contamination risks. Redevelopment of these areas must consider soil remediation to prevent pollution of water sources and ensure safe land use.
  - Borough of Fylde requires sufficient waste infrastructure to manage residual waste and increase recycling and recovery rates. Population growth is also likely to increase waste management including the need for new sites.

## Scoping decision

4.32 Based on the key issues discussed above, it is proposed that the water, soil and land resources topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 4.3**, are proposed as part of the IA framework.

**Table 4.3: Proposed objectives and assessment questions**

| IA topic                       | IA objective                                                                                                                                       | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Water, soil and land resources | Seek to deliver neutral, or where possible positive, impacts on water quality, associated biodiversity, and on the physical state of water bodies. | <ul style="list-style-type: none"> <li>• Support improvements to water quality?</li> <li>• Protect surface water and groundwater resources?</li> <li>• Protect and enhance bathing water quality?</li> <li>• Minimise physical alterations to water bodies and re-naturalise watercourses, where possible?</li> <li>• Minimise the impacts to, and where possible, enhance the quality of water bodies of strategic significance for water supply?</li> </ul> |
|                                | Promote the efficient use of land.                                                                                                                 | <ul style="list-style-type: none"> <li>• Facilitate the use of previously developed land?</li> <li>• Avoid the loss of the best and most versatile agricultural land (Grade 1 to 3a agricultural land)?</li> <li>• Impact brownfield sites of historic or high environmental importance?</li> </ul>                                                                                                                                                           |
|                                | Promote sustainable waste and mineral resource management.                                                                                         | <ul style="list-style-type: none"> <li>• Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of development?</li> <li>• Encourage the reduction, re-use and recycling of waste during construction?</li> <li>• Protect the integrity of mineral resources and mineral safeguarding areas?</li> </ul>                                                                                        |

## Environmental outcomes / indicators

4.33 The following metrics have been identified as relevant indicators for this topic:

- Percentage surface water bodies in 'High' or 'Good' ecological status.<sup>30</sup>
- Area and percentage of new development on previously developed land.
- Area of new development on BMV agricultural land.
- Annual primary and secondary aggregate production.
- Increase in the proportion of recycled / secondary materials used in development.
- Total waste arisings and rates of recycling per capita and per household

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<sup>30</sup> This is a 'Biodiversity Indicator' which replaced previous indicators that assessed the chemical and ecological status of river water in terms of their length.

## 5. Historic environment

### Focus of theme

- Designated and non-designated heritage assets
- Archaeological assets (Scheduled Monuments and other non-designated heritage assets of archaeological interest)
- Historic Landscape Character

### Current baseline summary

#### Nationally designated sites and features

- 5.1 The national historic environment designations in the Borough of Fylde are illustrated in **Figure 5.1**.

#### Listed buildings

- 5.2 Listed buildings are designated heritage assets of national importance, which are protected through the Planning (Listed Buildings and Conservation Areas) Act 1990.<sup>31</sup> A structure can be awarded a listed designation to ensure its preservation; for its architectural and / or historic contribution, for a specific feature on the structure, or for the land contained within the structure or beneath it.
- 5.3 There are 202 listed buildings in the Borough of Fylde and 276 within the 2km zone of influence.<sup>32</sup> The listed buildings in the borough comprise of 1 Grade I, 6 Grade II\*, and 195 Grade II.
- 5.4 **Figure 5.2** shows the concentration of listed buildings across the Borough of Fylde. There is a large density of listed buildings in urban centres, notably Lytham St Annes and Kirkham. This reflects the higher density of built development in these areas, along with a greater concentration of buildings from various historical periods and industries that merit statutory protection.

#### Scheduled monuments

- 5.5 The Ancient Monuments and Archaeological Areas Act 1979<sup>33</sup> allows for the investigation, presentation, and recording of matters of archaeological or historical interest, making provision for the regulation of operations or activities that could affect ancient monuments and archaeological areas. Scheduled monuments are nationally designated sites which are protected under this legislation.
- 5.6 There are no scheduled monuments within the Borough of Fylde.

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<sup>31</sup> UK Government (1990) [Planning \(Listed Buildings and Conservation Areas\) Act](#)

<sup>32</sup> As of 2025, according to Historic England.

<sup>33</sup> UK Government (1979) [Ancient Monuments and Archaeological Areas Act](#)

## Registered parks and gardens

- 5.7 The 'Register of Parks and Gardens of Special Historic Interest in England' was established in 1983. The register includes gardens, grounds and other planned open spaces, and celebrates designed landscapes of note - and encourages appropriate protection of these sites.
- 5.8 There are three registered parks and gardens in the borough, and a further one within the zone of influence. These are Ashton Gardens, Promenade Gardens, and Lytham Hall Park. All three heritage designations are located in Lytham St Annes. The designation within the zone of influence is Stanley Park in Blackpool.

## Conservation areas

- 5.9 Conservation areas are designated due to their special architectural and historic interest. Designation as a conservation area provides the Local Authority with enhanced powers to manage change, ensuring that new development preserves and complements the established character of the area. It also facilitates the preparation of enhancement schemes aimed at protecting and improving its special qualities.
- 5.10 There are ten designated conservation areas within the borough (as illustrated in **Figure 5.1**). These are:
- Kirkham
  - Larbreck (Well Lane)
  - Lytham (Avenues)
  - Singleton
  - St Annes (Porritt Houses / Ashton Gardens)
  - St Annies (St Annes Road East)
  - St Annes (Town Centre)
  - Thistleton
  - Wrea Green
- 5.11 Effective management of conservation areas relies upon the preparation of a character appraisal and accompanying management plan. Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the reasons for designation and providing a greater understanding and articulation of its character.<sup>34</sup> Appraisals should ideally be regularly reviewed as part of the management of the conservation area and can be developed into a management plan. However, not all conservation areas have had a recent appraisal undertaken and / or management plan prepared. This represents a gap in the baseline, given some features or wider areas may be more vulnerable to impacts associated with the Local Plan.

## Heritage at risk

- 5.12 Since 2008, Historic England has produced an annual Heritage at Risk Register, which highlights historic environment assets that are seen to be 'at risk'. According to the 2024 Heritage at Risk Register for the North West,<sup>35</sup> there are no heritage assets within the Borough of Fylde identified as being at risk.

<sup>34</sup> Historic England (2016): [Conservation Area Designation, Appraisal and Management Advice Note 1](#)

<sup>35</sup> Historic England (2024): [Heritage at Risk North West Register 2024](#)

## Locally designated sites and features

- 5.13 Identifying and managing those parts of the historic environment valued by local communities is an important element of the heritage protection system. Local designation allows for the management of local heritage through the planning system and provides an opportunity to engage with local communities. It encompasses both individual assets identified by local listing right through to areas of local character represented by conservation areas.

## Locally important heritage assets

- 5.14 It is noted that not all of an area's historic environment features are subject to statutory designations and non-designated features contribute a large part of what people come into contact with on a day-to-day basis. Although not designated, many buildings and areas are of historic interest and are important to local communities.
- 5.15 Historic Environment Records (HERs) are information services that provide access to comprehensive and dynamic resources relating to the archaeology and historic built environment of a defined geographic area. They are sources of, and signposts to, information relating to landscapes, buildings, monuments, sites, places, areas and archaeological finds. HERs in England are maintained and managed by local authorities as the essential core of historic environment services.
- 5.16 The Borough of Fylde area is covered within the Lancashire HER. The Lancashire HER contains a large number of records in the borough, which include but are not limited to locally important heritage features, archaeological remains and other material remains from periods including prehistoric, medieval and post-medieval.

## Historic landscape character

- 5.17 Historic Landscape Characterisation (HLC)<sup>36</sup> is acknowledged by Historic England as being a mechanism to help secure good quality, well designed and sustainable places. It is a method of identifying and interpreting the varying historic characteristics within an area, with the primary aim of classifying the whole landscape and townscape into repeating HLC groups and/or types.
- 5.18 From their origins in 1993, HLC assessments usually cover a whole county or protected landscape in England, with each local authority tailoring the methodology to the specifics of its own landscape. The assessments should be key considerations in the evaluation of effects on historic landscape character, providing a basis for an integrated approach to its planning and management. HLCs are typically held within the relevant Historic Environmental Records, however many are also available online from the Archaeology Data Service.<sup>37</sup>

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<sup>36</sup> Historic England (no date): [Historic Landscape Characterisation](#)

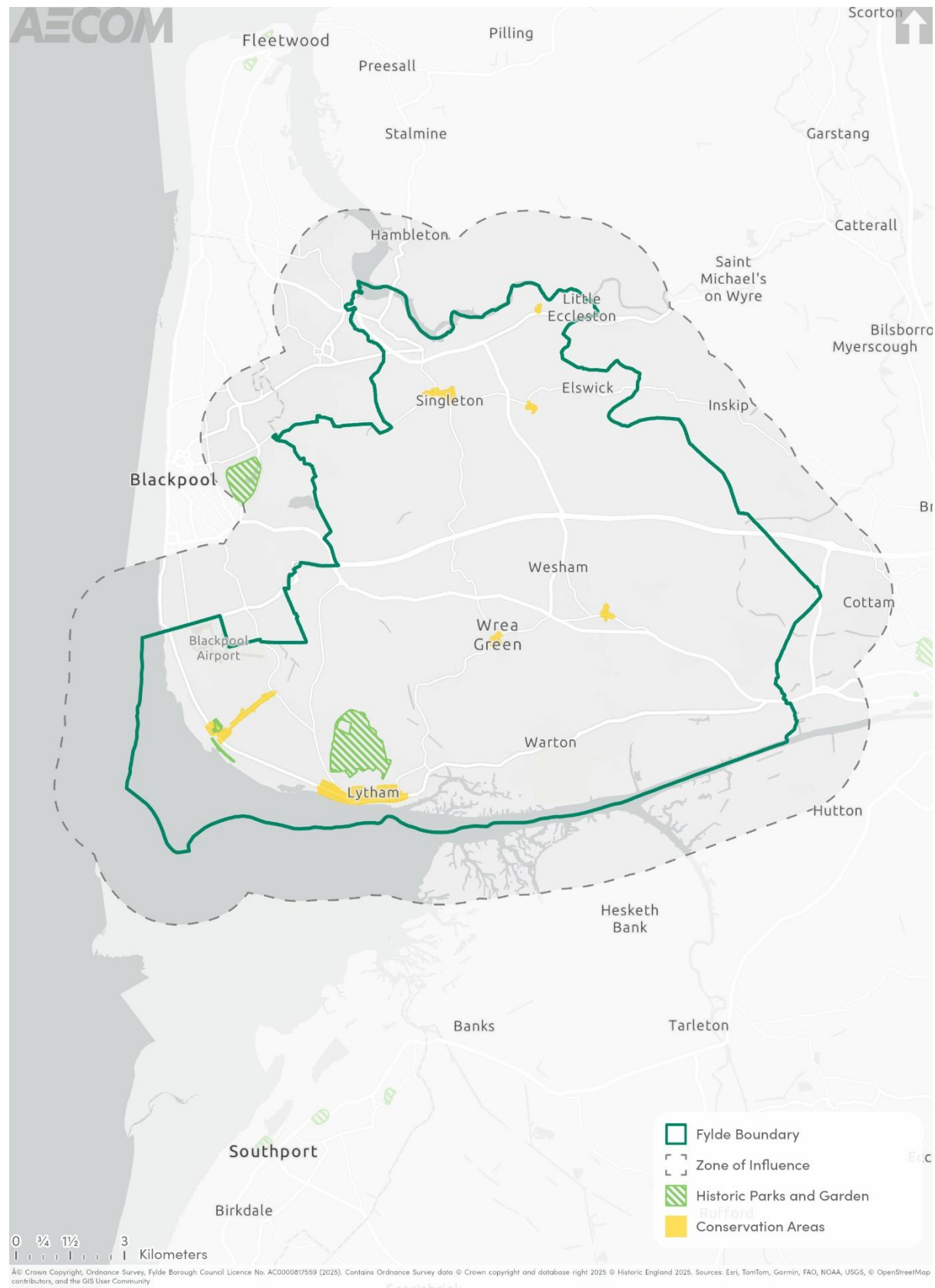
<sup>37</sup> Archaeology Data Service (2018): [Historic Landscape Characterisation](#)

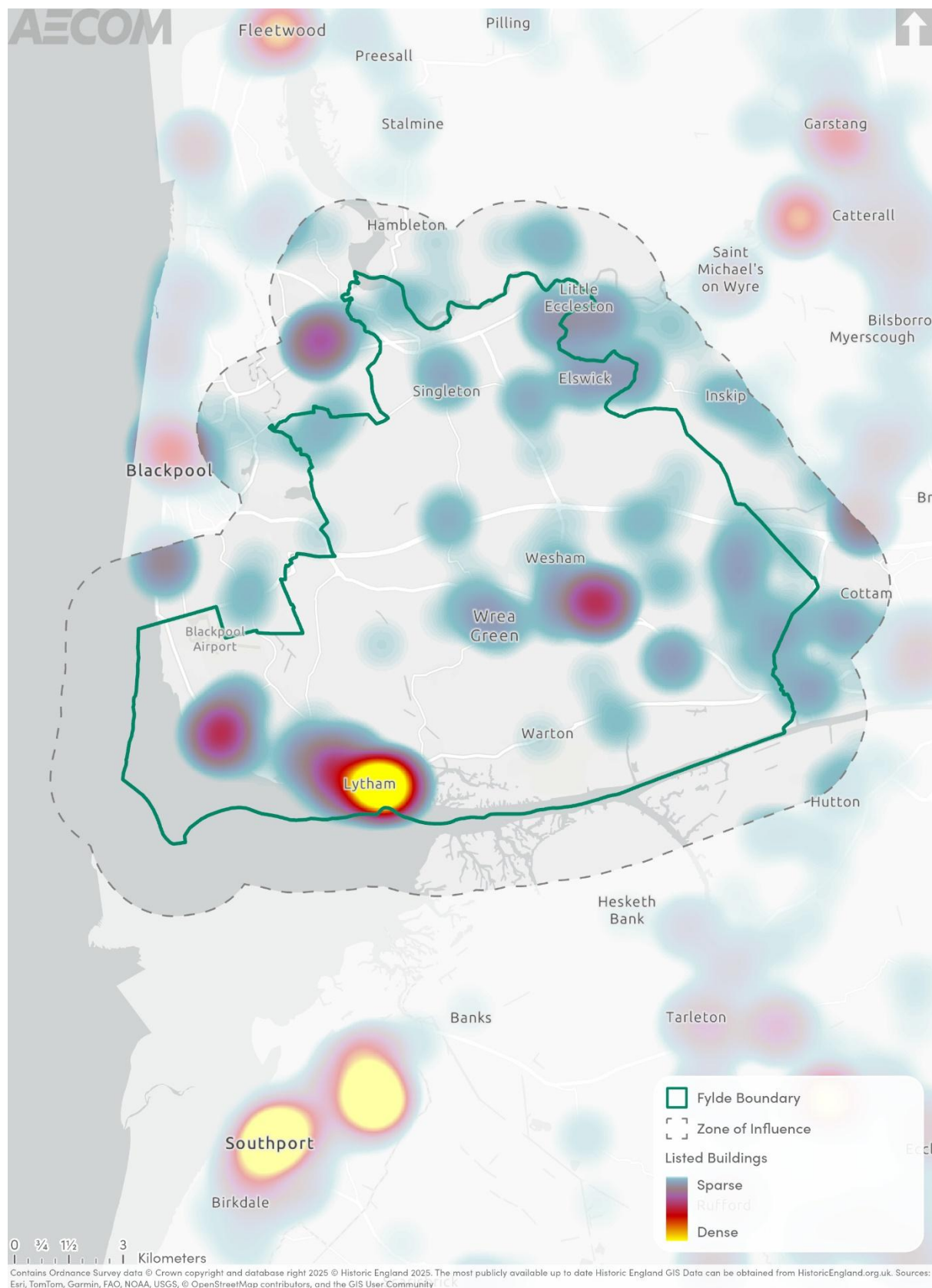
- 5.19 The Lancashire Historic Landscape Characterisation (HLC) programme was undertaken between 1999-2000 by Lancashire County Council's Archaeology Service,<sup>38</sup> with support from English Heritage. It formed part of a national initiative to move beyond selective registers of heritage sites, aiming to characterise the entire landscape as a product of historic processes.
- 5.20 The characterisation assessment sets out that the Fylde area is underlain by Permian and Triassic rocks and heavily influenced by glacial drift deposits. These result in heavy soils, which have historically supported permanent grassland. Historically the area is renowned for its cattle rearing and dairy farming.

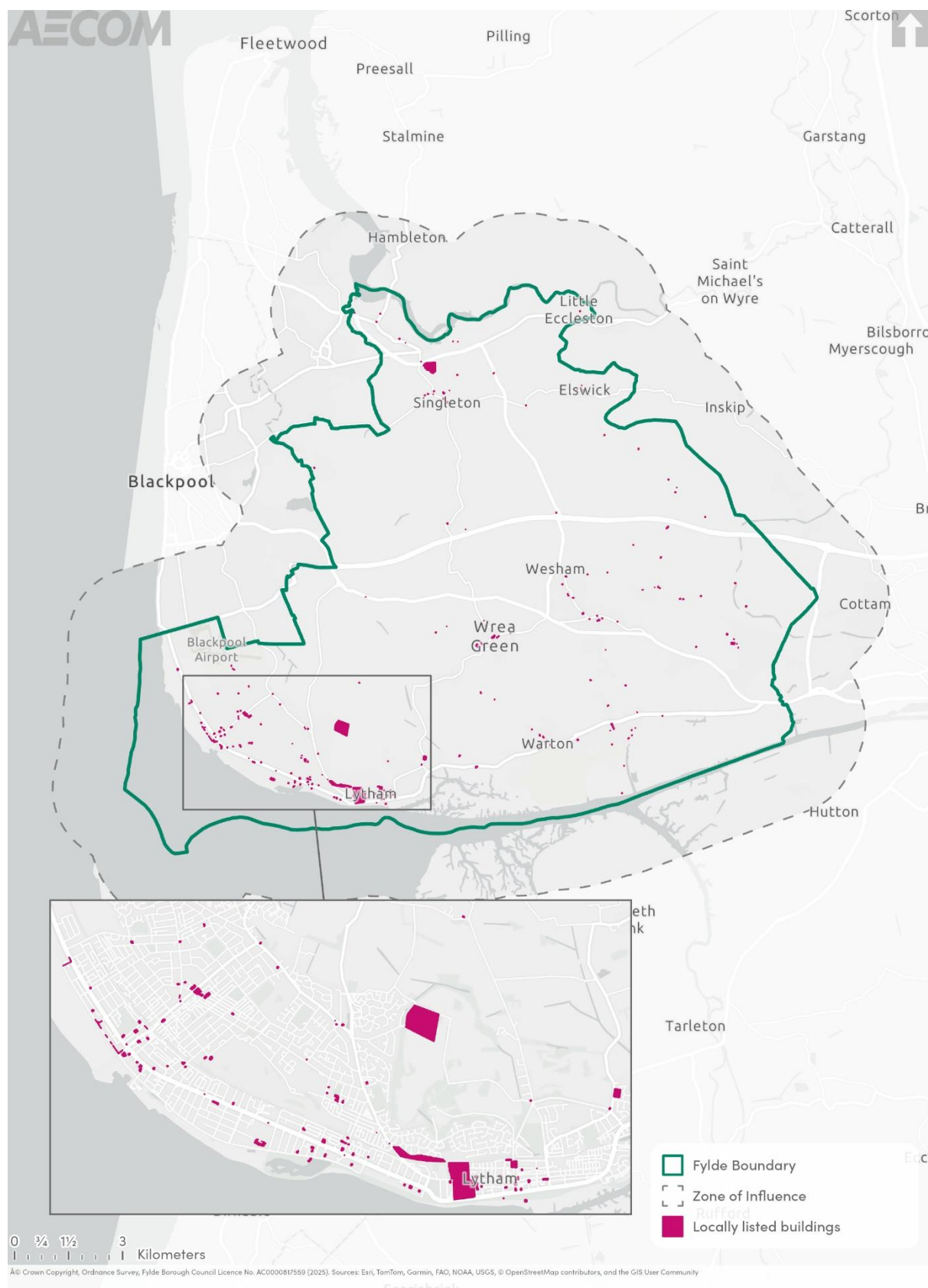
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<sup>38</sup> Lancashire County Council (2000): [Lancashire Historic Landscape Characterisation programme](#)

**Figure 5.1: Figure showing historic environment designations**



**Figure 5.2: Figure showing the density of listed buildings**

**Figure 5.3: Figure showing locally listed buildings and features**

## Future baseline summary

- 5.21 Future growth and regeneration across the Borough of Fylde has the potential to impact the settings, condition, and interpretation of the area's historic environment. As development continues, particularly within urban areas, there may be increased pressure on the historic fabric of the area. This could include visual changes to the surroundings of designated assets or changes in land use that affect how these features are experienced and understood. However, with early and appropriate consideration of the historic environment, new development could avoid harm and even provide opportunities for enhancement, such as through the improvement of public realm or interpretation schemes around key heritage sites.
- 5.22 Growth in housing, employment and infrastructure is likely to lead to a greater intensity of use in many parts of the borough, including areas with a concentration of listed buildings or conservation areas. This may increase risks associated with deterioration, structural stress, or changes in setting, particularly where the historic environment includes more fragile or underused assets. In areas of high footfall or traffic, such as Lytham St Annes, this could manifest through increased noise, air pollution or vibration. Street-level interventions (e.g., signage, lighting, and surfacing) will also need to be sensitively managed to avoid gradual erosion of historic character.
- 5.23 Regeneration and public investment also offer opportunities to bring historic assets back into active use. Through well-designed reuse schemes, disused or underutilised heritage features can be restored and integrated into contemporary developments. This can promote economic renewal, secure the long-term sustainability of the historic environment, and encourage heritage-led regeneration where assets have strong community value.
- 5.24 The successful implementation of conservation area appraisals, heritage management plans and ongoing monitoring will be essential in ensuring that the borough's historic character is sustained amid future change. Many conservation areas and listed buildings could benefit from clearer guidance and more up-to-date evidence bases, helping developers, decision-makers and communities to make informed choices about change. Where management plans are lacking or outdated, this may present a risk to the condition or setting of designated features over time.

## Key sustainability issues

5.25 The following key sustainability issues have been identified:

- The Borough of Fylde contains a wide range of designated and non-designated heritage assets, reflecting its long history of industrial, coastal, and urban development. These assets are particularly concentrated in Lytham St Annes and Kirkham.
- The historic environment in the Borough of Fylde is vulnerable to pressures from ongoing regeneration, development, and population growth, particularly in areas with high concentrations of listed buildings and conservation areas. This could result in changes to the setting, character, and structural condition of heritage features if not appropriately managed.

- Not all of the borough's conservation areas have up-to-date appraisals or management plans. This creates a potential risk to the appropriate management of change and highlights the need for strategic evidence to guide planning and investment decisions affecting historic areas.
- Growth may provide opportunities for enhancing the historic environment, such as the reuse of historic buildings, improved interpretation, and better integration of heritage into new development. However, this will rely on early consideration of heritage significance and clear guidance to avoid harm and maximise the public value of heritage.

## Scoping decision

5.26 Based on the key issues, it is proposed that the Historic Environment topic should be scoped in to the IA. The objectives and assessment questions, presented in **Table 5.1**, are proposed as part of the IA framework.

**Table 5.1: Proposed objectives and assessment questions**

| IA topic             | IA objective                                                                                                                  | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Historic environment | Preserve and enhance Fylde's historic environment, including designated and non-designated heritage assets and their setting. | <ul style="list-style-type: none"> <li>• Conserve and enhance the significance of designated and non-designated assets, and their setting?</li> <li>• Conserve and enhance the special interest, character and appearance of conservation areas and their settings?</li> <li>• Support the protection and management of vulnerable historic places and sites across Fylde?</li> <li>• Protect and enhance the coastal heritage of Fylde?</li> <li>• Support place-making and high quality design in the built historic environment?</li> <li>• Support access to, interpretation and understanding of the historic environment?</li> </ul> |

## Environmental outcomes / indicators

5.27 The following metrics have been identified as relevant indicators for this topic:

- Number of designated heritage assets, buildings/ sites on the Heritage At Risk register and planning applications affecting designated assets
- Published Conservation Area Appraisals
- Visitor numbers to heritage sites

## 6. Landscape

### Focus of theme

- Landscape, townscape and villagescape character
- Designated and non-designated sites and areas
- Visual amenity

### Current baseline summary

#### Landscape designations

- 6.1 Landscape designations are shown in **Figure 6.1**.
- 6.2 According to the Local Authority Green Belt Statistics Factsheet 2022-23,<sup>39</sup> approximately 12.6% of England is designated as Green Belt. The NPPF states that the Green Belt is to prevent urban sprawl by keeping land permanently open. This is further explored within Paragraph 143, which states that the Green Belt has five purposes:
1. to check the unrestricted sprawl of large built-up areas.
  2. to prevent neighbouring towns merging into one another.
  3. to assist in safeguarding the countryside from encroachment.
  4. to preserve the setting and special character of historic towns.
  5. to assist in urban regeneration, encouraging the recycling of derelict and other urban land.
- 6.3 A Greenbelt assessment prepared by Lancashire County Council suggests that there is 1,750 hectares of Green Belt land in the Borough of Fylde, approximately 1% of the area.<sup>40</sup> These areas are primarily located south of Kirkham, between Lytham and Warton, and a small section to the north of Lytham St Annes, bordering Blackpool.
- 6.4 The adopted Local Plan to 2032 (incorporating Partial Review)<sup>41</sup> designates 'Areas of Separation' between Kirkham and Newton and Wrea Green and Kirkham. This provides an important function in preventing sprawl and the coalescence between these settlements.

#### National landscape character

- 6.5 National Character Areas (NCAs) are landscape areas which share similar characteristics, following natural lines in the landscape rather than administrative boundaries, as illustrated in **Figure 6.1**. The Borough of Fylde sits entirely within NCA 32: Lancashire and Amounderness Plain.

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<sup>39</sup> DLUHC (2023): [Local authority Green belt statistics: England: 2022-23](#)

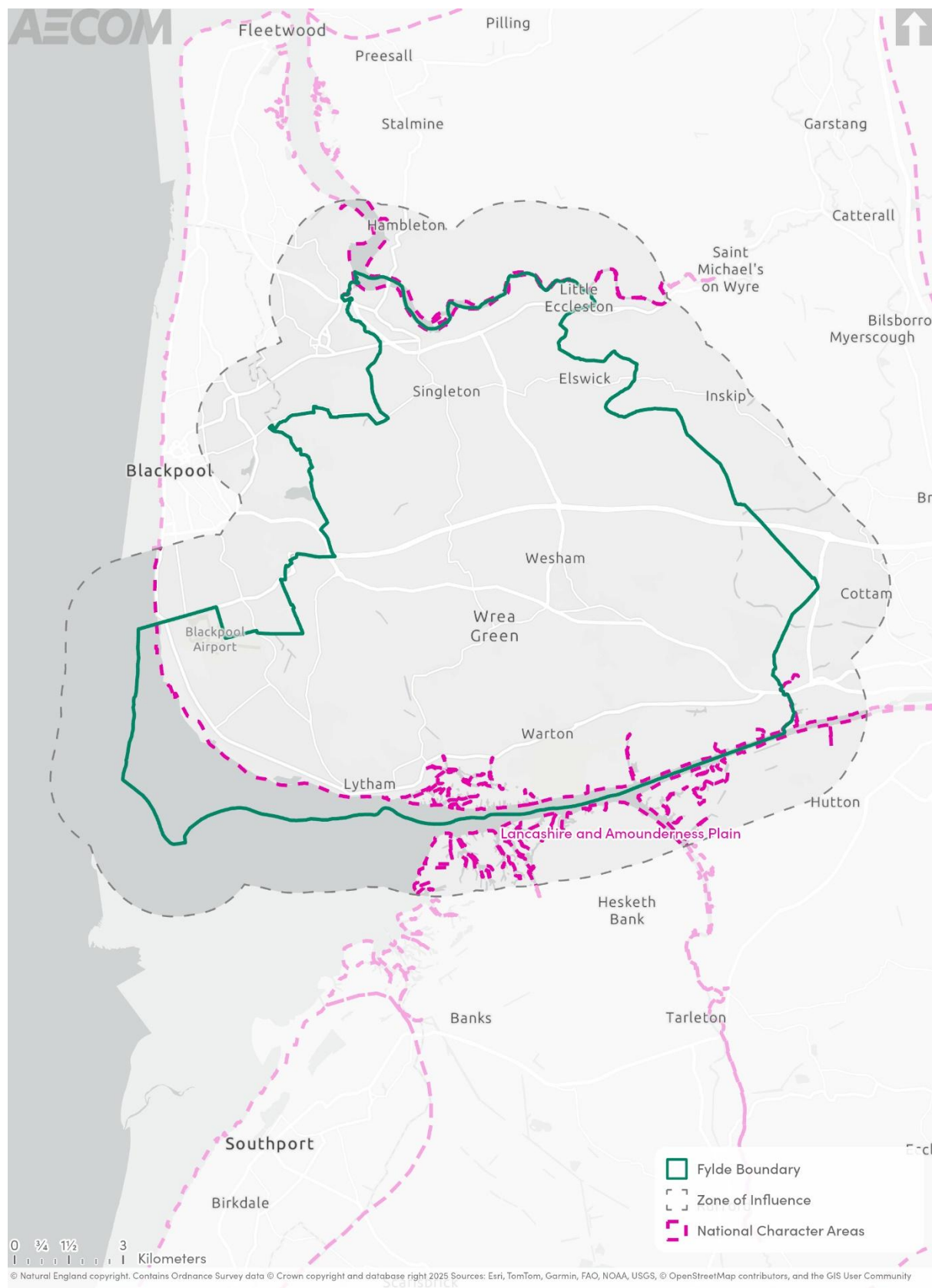
<sup>40</sup> Lancashire County Council (2025): [Green Belt land](#)

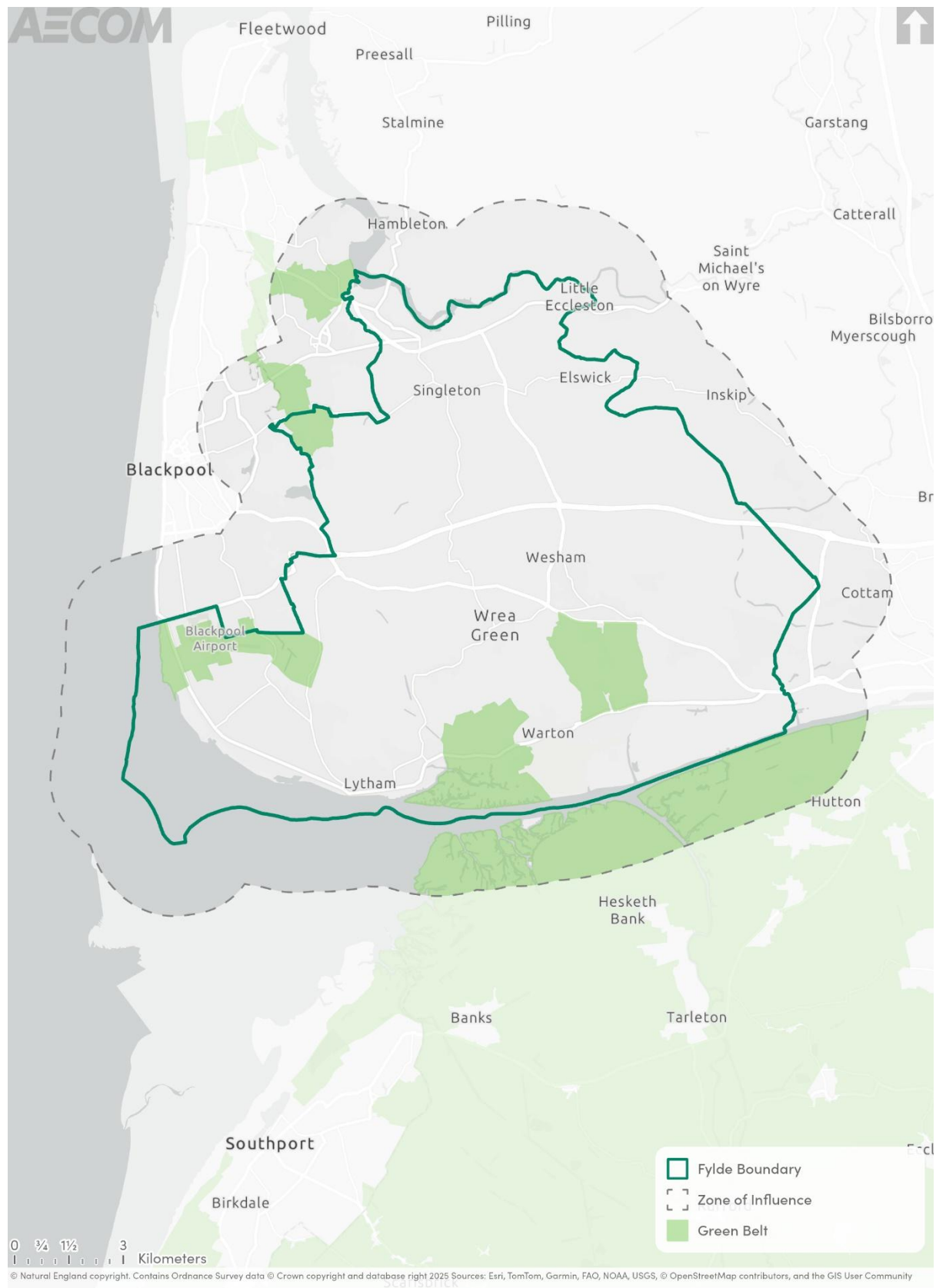
<sup>41</sup> Fylde Borough Council (2021) [Fylde Local Plan to 2032 \(incorporating Partial Review\)](#)

- 6.6 NCA 32: Lancashire and Amounderness Plain is a flat, fertile lowland between Morecambe Bay and Liverpool, shaped by rivers and canals. Once dominated by mosses and meres, drainage and reclamation since the 17th century transformed it into highly productive Grade 1 and 2 farmlands, with pasture in the north and large-scale arable fields in the south. The area is internationally important for migratory birds, with estuaries, salt marshes and farmland designated as Ramsar and SPAs. Urban areas are concentrated along the Fylde coast, including Blackpool, Fleetwood, and Lytham St Annes. Despite these settlements, the plain retains a predominantly rural character of rectilinear fields, clipped hedgerows, and scattered farmsteads.<sup>42</sup>

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<sup>42</sup> Natural England (2011): [NCA 32 Lancashire and Amounderness Plain](#)

**Figure 6.1: Figure showing National Character Areas**

**Figure 6.2: Figure showing Green Belt**

## Local landscape and townscape character

- 6.7 Landscape character plays an important part in understanding the relationship between people and place, identifying recognisable and distinct patterns in the landscape which make one area different from another. Landscape character can assist in the assessment of the likely significance of effects of change resulting from development and the value of landscape, both in visual and amenity terms.
- 6.8 There are seven landscape character types (LCTs) identified through the Lancashire Landscape Character Assessment<sup>43</sup> in the Borough of Fylde, as illustrated in **Figure 6.3**. These are defined as follows:
- Coastal Plain, covering most of the borough area, comprises flat to gently undulating agricultural plain with large open fields, drainage ditches and scattered ponds, sparse tree cover, and distinctive red-brick farm buildings in an open, expansive rural landscape.
  - Mosslands, covering a large area in the western part of the borough, is flat, low-lying reclaimed peatland with geometric arable fields, straight drainage ditches, very limited vegetation or hedgerows, and a wide, open character shaped by intensive farming.
  - Coastal Dunes, to the south west, forms narrow, undulating band of sandy dunes with marram grass, dune slacks and scrub, forming a semi-natural coastal buffer that contrasts with surrounding urban areas.
  - Industrial age, covering much of the Lytham St Annes urban area, comprise a dense, urbanised seaside frontage characterised by promenades, piers, terraces, leisure infrastructure and continuous development forming a visually busy, iconic resort landscape.
  - Open Coastal Marsh, to the south, comprises flat, expansive area of saltmarsh, creeks and mudflats with open views, strong natural character and exposure, functioning as a tranquil tidal habitat highly sensitive to built intrusion.
  - Enclosed Coastal Marsh, to the south east, comprises flat, reclaimed former saltmarsh enclosed by sea walls and drainage infrastructure, characterised by rectilinear pasture fields, very limited tree cover, sparse isolated farmsteads on slightly raised ground, and an open, exposed but strongly managed and engineered coastal landscape.
- 6.9 In terms of Fylde's townscape character, this is shaped by its Victorian and Edwardian coastal resort, Lytham and St Annes and its inland market towns such as Kirkham.

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<sup>43</sup> Lancashire County Council (2000) [Lancashire Landscape Character Assessment: A Landscape Strategy for Lancashire](#)

- 6.10 It is recognised that the role of local centres is evolving, with urban areas increasingly influenced by changing shopping and working habits. Shifts in behaviour, including travel patterns, may result in fewer cars entering urban centres if appropriately planned, leading to potential improvements in the urban environment through reduced congestion, on-street parking, and road-related signage. Increasingly, emphasis is being placed on the core principles of area-based regeneration, such as the delivery of enabling infrastructure and land assembly to create attractive, accessible, and sustainable places.
- 6.11 Consideration is also given to urban Green Infrastructure (GI) and Biodiversity Net Gain as contributors to the local landscape and townscape. Increasing the surface cover of GI (e.g. via incorporating green roofs on buildings or converting hard surfaces to green areas) and enhancing the functionality of existing GI (e.g. installing sustainable drainage systems and trees in grassed areas) provide ways of adapting the borough to climate change. Additional investment in GI can also help to generate more benefits including environmental, social and economic.

## Tree Preservation Orders

- 6.12 Tree Preservation Orders (TPOs) protect specific trees, groups of trees or woodlands due to their amenity value. Amenity is not defined by law, so authorities need to exercise judgment when deciding whether or not to designate a TPO. This could include the consideration of visibility of the tree / trees by the public, the size and form, its significance (rarity, cultural contributions or historic value), or its contribution to the wider landscape.<sup>44</sup>
- 6.13 In terms of the spatial distribution of TPOs in Fylde, these are scattered across the borough with notable clusters to the north of Lytham, in and nearby Ribby, and Singleton. This distribution reflects the presence of extensive areas of protected trees within parkland associated with historic estates, including the Lytham Hall Registered Park and Garden.

## Visual amenity

- 6.14 It is important to recognise that views across Fylde form a valuable aspect of the borough's character. The scale, height, and massing of new development can significantly affect these views if not carefully considered and assessed through the planning process. Over time, both development and changes to the landscape can lead to the gradual degradation of these important visual connections.

## Dark Skies

- 6.15 In 2016, CPRE produced an interactive map depicting the level of light pollution and dark skies in Britain<sup>45</sup>. The map shows that a significant proportion of light pollution in Fylde is centred around the larger settlements. There are also pockets of light pollution that originate from rural communities throughout the plan area.

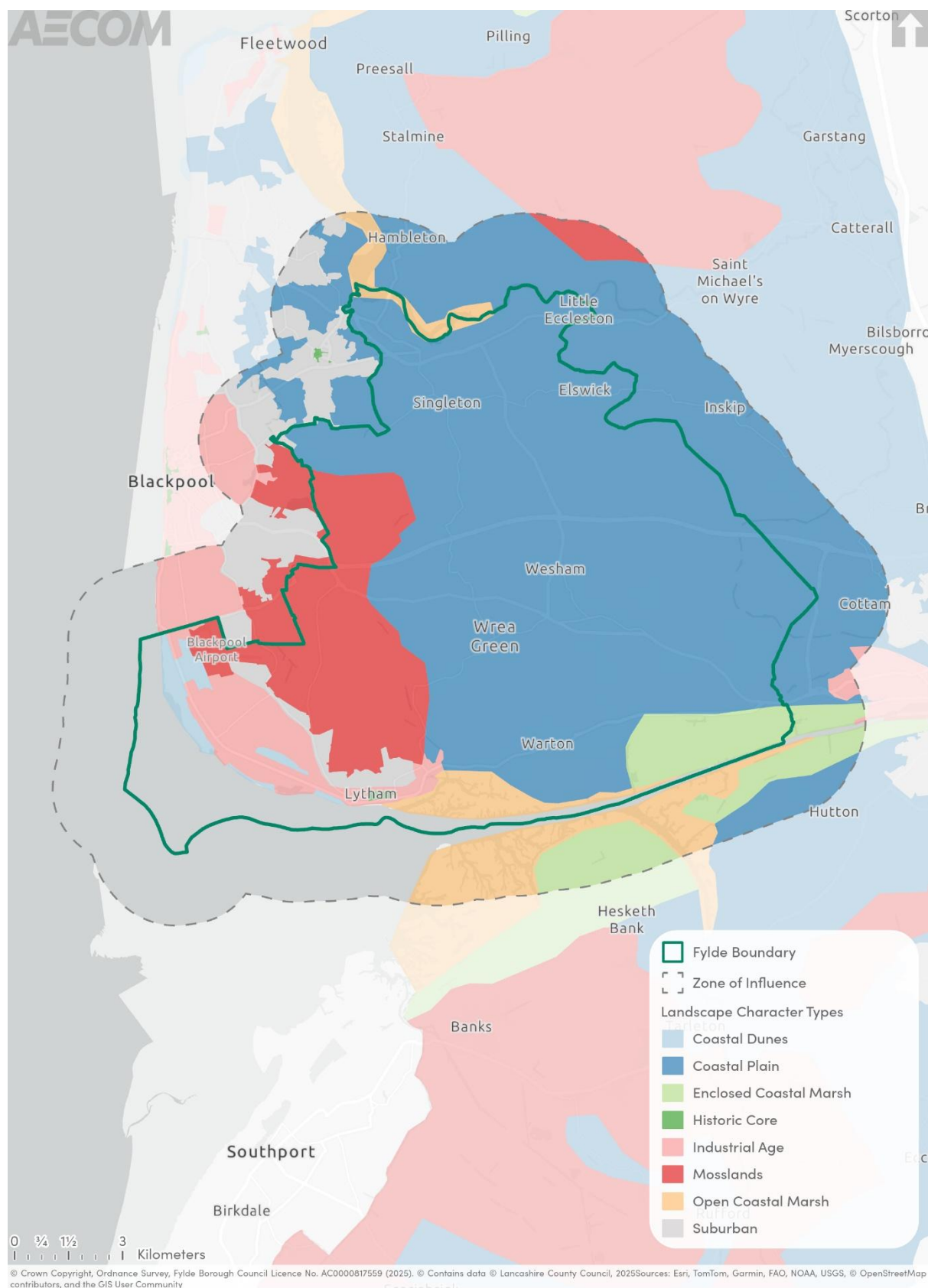
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<sup>44</sup> GOV.UK (2014): [Tree Preservation Orders and trees in conservation areas](#)

<sup>45</sup> CPRE (2016). [England's Light Pollution and Dark Skies](#)

- 6.16 Development in brighter areas of the district may have reduced additional impact on the tranquillity of the surrounding area, whereas development proposals in darker, more tranquil areas are likely to have a greater impact upon the baseline. Additionally, light pollution can be harmful to wildlife and undermine enjoyment of the countryside or night sky, especially in intrinsically dark landscapes and those that support nocturnal animals.

**Figure 6.3: Figure showing Local Landscape Character Types (Lancashire Landscape Character Assessment)**



**Figure 6.4: Figure showing Tree Preservation Orders**



## Future baseline summary

- 6.17 Fylde's landscape is defined by the open, low-lying character of the Lancashire and Amounderness Plain, shaped by intensive agriculture and coastal influences. This, along with views inland to the Pennines and outward to the Irish Sea, are highly sensitive to large-scale change. Development pressures, combined with agricultural intensification and potential habitat shifts due to climate change, could erode this character if not carefully managed. The lack of recent local landscape character assessments may present a challenge in understanding and responding to these sensitivities.
- 6.18 Future growth and redevelopment across the Borough of Fylde could place increased pressure on designated landscapes, particularly Green Belt land surrounding urban areas and land designated as 'Areas of Separation' in the adopted Local Plan. Although the extent of Green Belt in the borough is small (1%), it plays an important role in preventing urban sprawl and safeguarding rural areas. Development within and around towns could result in incremental change to landscape character, particularly where new housing and infrastructure expand into green infrastructure and amenity spaces.
- 6.19 GI is expected to play a growing role in supporting climate adaptation and urban liveability. As climate change brings warmer temperatures and more frequent extreme weather events, there is likely to be increasing demand for urban greening measures, such as tree planting, green roofs, and sustainable drainage systems to reduce surface water runoff, urban heat, and flood risk. While Fylde Borough Council has produced a GI strategy, opportunities to embed GI into new development may be missed. This could lead to a shortfall in the multifunctional benefits that GI can provide, including enhanced biodiversity, visual amenity, and health and wellbeing outcomes for residents.
- 6.20 TPOs offer some protection to individual trees and groups of trees that provide visual and environmental value. However, without a coordinated strategy for tree cover, existing trees may come under pressure from development or decline due to age, disease, or climate-related stress.

## Key sustainability issues

- 6.21 The following key sustainability issues have been identified:
- Fylde is predominantly rural, with limited areas of Green Belt concentrated around major settlements. As a result, development pressures are likely to focus on existing urban greenspaces or extend into surrounding rural land, with potential adverse effects on local character.
  - Landscape character across the plan area is defined by its productive farmland and biodiverse coastal and inland habitats. Future development could either reinforce or undermine this unique character, depending on the design quality and sensitivity of proposals.
  - The absence of a recent local landscape character assessment for Fylde creates a gap in understanding how the area functions as a landscape and where its key sensitivity and opportunity lie.

- Fylde urban centres are experiencing change due to shifts in retail, working, and travel behaviours. This could impact the townscape positively (e.g. reduced traffic and more active travel infrastructure), or negatively (e.g. empty units, visual degradation), depending on the quality of public realm investment and regeneration.
- Parts of Fylde's rural and coastal landscape are integral to its historic and cultural heritage. Continued change in land use, infrastructure, and development may threaten their setting and contribution to local distinctiveness if not adequately assessed and mitigated.
- There is potential for coalescence of settlements at Wrea Green and Kirkham, Kirkham and Newton unless proper protection is afforded to the GI that separates the settlements.
- Tranquillity and dark skies are vulnerable to light pollution and visual intrusion; development in urban areas may have limited additional impact, but proposals affecting rural areas could significantly erode these qualities. In addition, light pollution can be harmful to wildlife and undermine enjoyment of the countryside or night sky, especially in intrinsically dark landscapes and those that support nocturnal animals.
- Green infrastructure plays a critical role in shaping landscape quality and climate adaptation. There is an opportunity to embed GI enhancements (e.g. tree planting, sustainable drainage, green roofs) into new development, with planning policy playing an important role in ensuring consistent delivery.

## Scoping decision

6.22 Based on the key issues discussed above, it is proposed that the landscape topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 6.1**, are proposed as part of the IA framework.

**Table 6.1: Proposed objectives and assessment questions**

| IA topic  | IA objective                                                                        | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Landscape | Protect and enhance the character and quality of Fylde's landscapes and townscapes. | <ul style="list-style-type: none"> <li>• Support the five purposes of the Green Belt?</li> <li>• Protect, maintain and enhance local character and distinctiveness?</li> <li>• Conserve and enhance locally important landscape and townscape features?</li> <li>• Prevent adverse visual and landscape impacts from development and infrastructure?</li> <li>• Preserve tranquillity and dark night skies, avoiding significant increases in light pollution?</li> <li>• Support an increase in tree canopy cover across the borough?</li> <li>• Conserve and enhance GI to help protect against settlement coalescence, climate change, and urban sprawl?</li> </ul> |

## Environmental outcomes / indicators

6.23 The following metrics have been identified as relevant indicators for this topic:

- Permissions for inappropriate development in the Green Belt

## 7. Air quality and noise

### Focus of theme

- Air pollution sources
- Air quality hotspots
- Air quality management
- Noise pollution

### Current baseline summary

#### Air quality

- 7.1 Local authorities have a duty to address air quality exceedances in their area. This includes declaring Air Quality Management Areas (AQMA) and publishing Air Quality Action Plans (AQAPs) setting out the measures they will take to bring the air quality back into compliance. Authorities that have not needed to declare an AQMA or produce an AQAP must instead develop a local Air Quality Strategy (AQS) aimed at preventing and reducing polluting activities, aimed to avoid air quality levels reaching the point of requiring an AQMA designation.<sup>46</sup>
- 7.2 The Borough of Fylde currently has no AQMA and the 2024 AQS confirms that pollutant levels remain low, with nitrogen dioxide (NO<sub>2</sub>) within limits and particulates below the national average.<sup>47</sup> The main sources of air pollution in the borough are traffic and domestic fuel burning.
- 7.3 It is recognised that the M55, A583 and A585 pass through the plan area, and development located in close proximity to these routes may be subject to increased levels of air pollution.
- 7.4 **Figure 7.1** shows the average monthly NO<sub>2</sub> levels of air quality monitoring locations across the borough in 2025. Seasonal analysis indicates a clear and consistent pattern across all monitoring sites, with winter concentrations exceeding summer concentrations at every location. On average, winter levels were approximately 6.9 µg/m<sup>3</sup> higher than summer values, representing a substantial seasonal increase relative to the annual mean.
- 7.5 Poor air quality can also have a substantial effect on protected sites. Advice from Natural England suggests that habitats sites and SSSIs that are vulnerable to nitrogen deposition and / or acidification are at risk from local air quality impacts if they are within 200m of a road with increased traffic.<sup>48</sup>

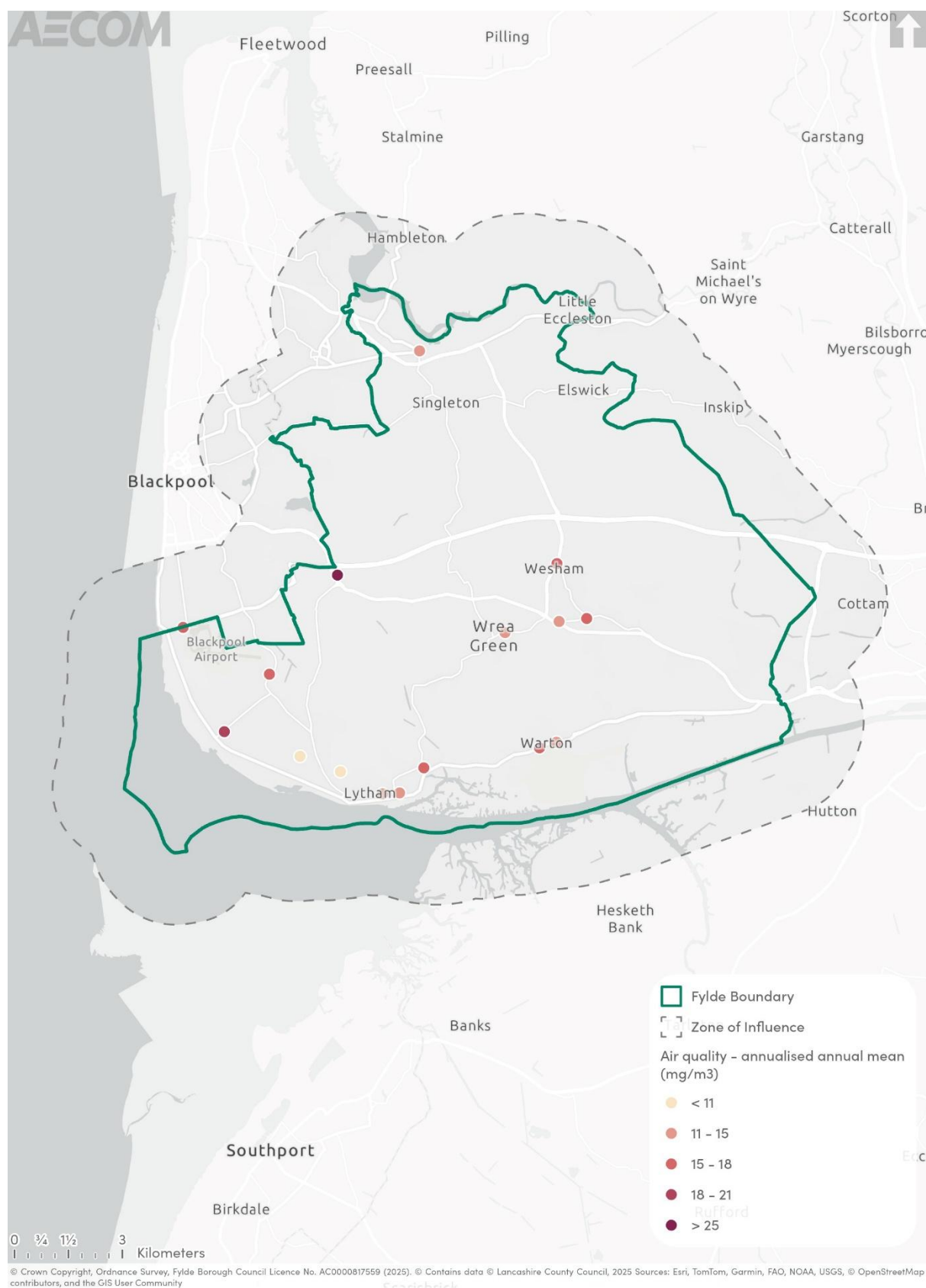
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<sup>46</sup> GOV.UK (2023): [Air quality strategy: framework for local authority delivery](#)

<sup>47</sup> Fylde Borough Council (2024): [2024 Air Quality Strategy](#)

<sup>48</sup> Natural England (2018): [advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations](#)

**Figure 7.1: Figure showing air quality monitoring locations and average monthly NO<sub>2</sub> levels in 2025**



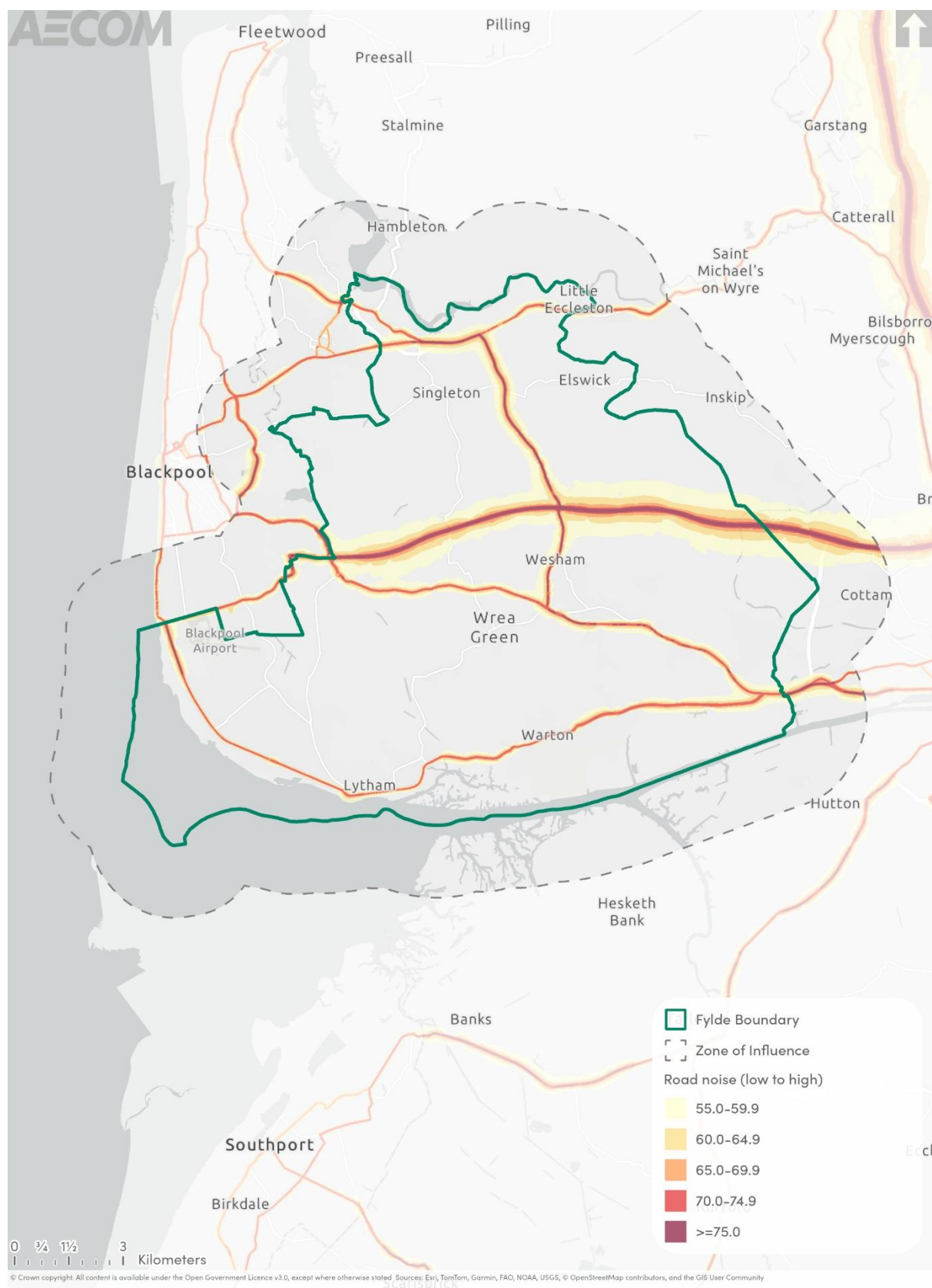
## Noise pollution

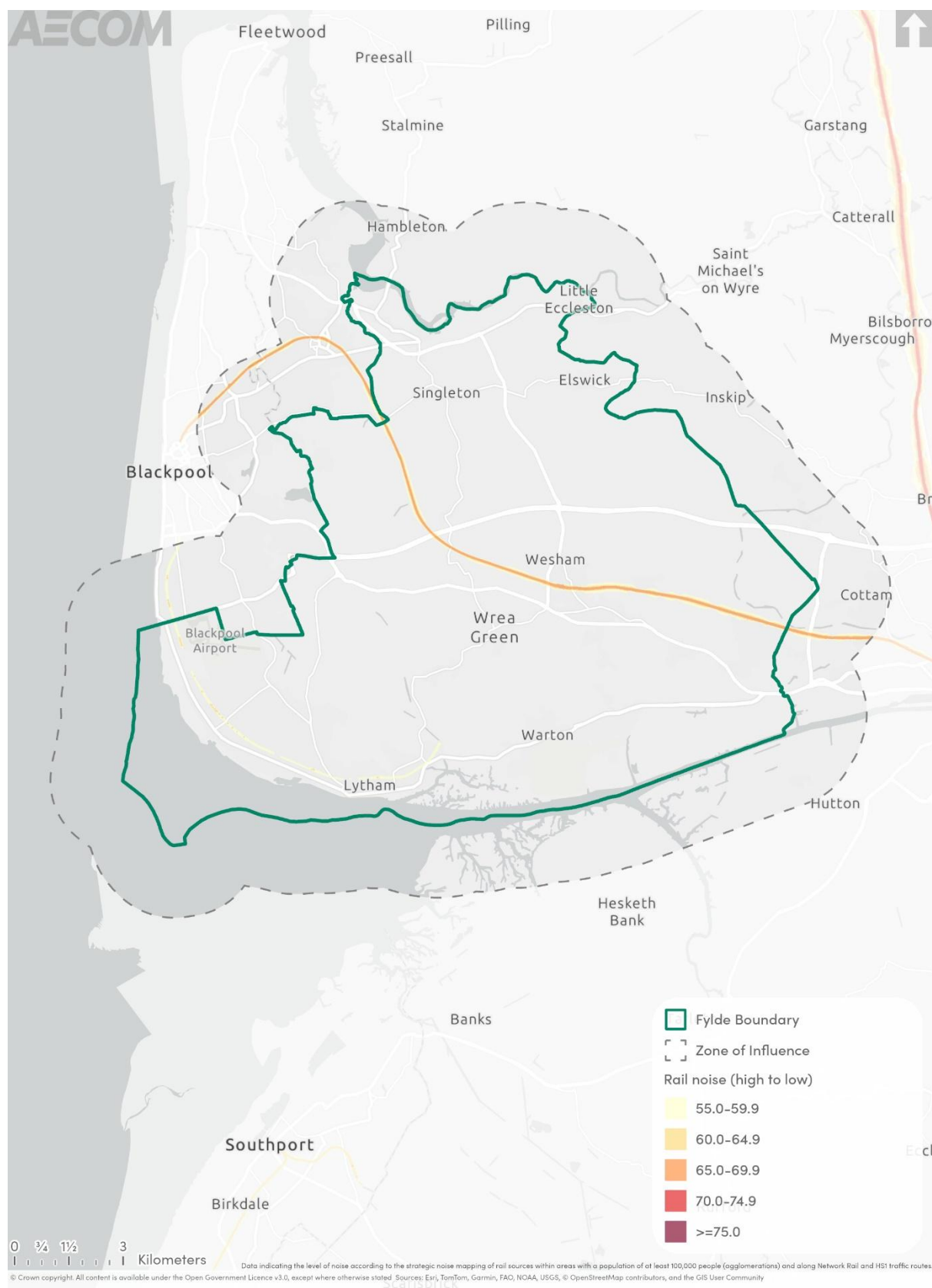
- 7.7 The Environmental Noise (England) Regulations 2006<sup>49</sup> transpose the Environmental Noise Directive into law for England. These regulations apply to environmental noise, including that linked to transport, and require regular noise action planning for road, rail and aviation noise, as well as noise in large urban areas.<sup>50</sup>
- 7.8 **Figure 7.2** illustrates the extent of noise pollution in the Borough of Fylde relating to the road network. The highest levels of noise pollution are along the M55, A583, A584, A585, and A586 corridors, with noise levels further exacerbated at junctions with communities nearby these junctions more adversely affected by high noise levels. Noise levels relating to the road network are also particularly high along the A584 in Lytham St Annes centre. Noise pollution from A roads is more contained compared to the noise from the motorway.
- 7.9 **Figure 7.3** illustrates the extent of noise pollution in the Borough of Fylde relating to the rail network. The highest levels of noise pollution originate from the Preston to Blackpool line. The track originates in the south east of the plan area and exits in the east. Communities nearby this track are more adversely affected by high noise levels. Noise levels relating to the rail network are also high within Lytham St Annes.
- 7.10 The Borough of Fylde is affected by noise from two aviation hubs. Blackpool Airport, to the southwest of the borough area, generates noise impacting communities in northeast Lytham St Annes, Peel, High Ballam, and Lower Ballam. Warton aerodrome, in the southeast of the plan area, affects the coastal strip between Warton and the River Ribble, with additional impacts on residents in southern areas of Freckleton and Warton.

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<sup>49</sup> UK Government (2006): [The Environmental Noise \(England\) Regulations 2006](#)

<sup>50</sup> GOV.UK (2022): [Noise management](#)

**Figure 7.2: Road noise contours**

**Figure 7.3: Rail noise contours**

## Future baseline summary

- 7.11 Continued reliance on private vehicles is anticipated within the Borough of Fylde, driven by projected growth in population, housing, and economic activity over the plan period. This growth is expected to increase pressure on the borough's existing road network, which, if not carefully managed, could worsen issues related to noise and air pollution.
- 7.12 Future development and investment in transport infrastructure offer opportunities to encourage more sustainable and active modes of travel, including walking, cycling, and public transport use. Enhancements to public transport networks, together with improved facilities for cycling and walking, have the potential to reduce dependence on private vehicles, alleviate congestion, and improve air quality over time.
- 7.13 The anticipated increase in electric vehicle (EV) uptake, supported by the provision of suitable charging infrastructure, is expected to help mitigate some of the negative impacts of transport-related emissions on air quality in the longer term. However, EVs alone will not resolve broader challenges associated with traffic volume, congestion, and noise.
- 7.14 Additional growth and new transport infrastructure have the potential to increase noise pollution in areas already affected by high noise levels, particularly along the M55, A583, A584, A585, and A586. Encouraging a shift towards quieter, sustainable transport modes could help reduce noise impacts, though it is recognised that public transport infrastructure may also generate localised noise effects.
- 7.15 The Fylde AQS sets out preventative measures to maintain good air quality in the borough. These are expected to support improvements to air quality, even in the context of growth. Ongoing implementation of the AQS, alongside other regional and national initiatives should support long term improvements in air quality.
- 7.16 The emerging focus on enhancing green and blue infrastructure and delivering biodiversity net gain across the plan area also has potential to contribute to improved air quality by providing natural pollution control. Investment in high-quality green infrastructure can also encourage active travel, helping to further reduce emissions and noise associated with road traffic. The Local Plan should seek to support and align with these opportunities to deliver multiple environmental and health benefits.

## Key sustainability issues

7.17 The following key sustainability issues have been identified:

- Air pollution is most acute in urban areas and along major transport corridors, where the density of A-roads, motorways, railways and associated traffic flows contribute to higher pollutant concentrations. Development proposals in these areas may exacerbate air quality challenges if not carefully planned and mitigated.
- Although the plan area currently has no significant issues associated with air quality, there is still a need to effectively manage the cumulative effects of growth, particularly where it may increase traffic volumes or domestic fuel emissions.
- Noise pollution in Fylde is closely linked to the strategic transport network, particularly along the M55, A583, A584, A585, and A586 corridors, where high levels of noise adversely affect nearby residential communities, especially at motorway junctions. Elevated noise levels are also evident on key rail lines. In addition, areas of the Borough of Fylde are impacted by aircraft noise associated with Blackpool airport and Warton aerodrome, with communities in north east Lytham St Annes, Peel, Lower Ballam, Higher Ballam, Warton, and Freckleton particularly affected due to proximity to the flight path.
- Future growth and regeneration in the borough, including new housing, employment, and infrastructure, could place additional pressure on the borough's transport network and industrial areas, with potential to deteriorate air quality and exacerbate noise impacts. Conversely, sustainable development patterns and improved public and active transport could help to mitigate these issues and enhance quality of life for residents.

## Scoping decision

7.18 Based on the key issues, it is proposed that the air quality and noise topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 7.1**, are proposed as part of the IA framework.

**Table 7.1: Proposed objectives and assessment questions**

| IA topic              | IA objective                                 | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Air quality and noise | Deliver improvements in air quality in Fylde | <ul style="list-style-type: none"> <li>• Reduce emissions from transport?</li> <li>• Promote the use of zero emission vehicles?</li> <li>• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?</li> <li>• Encourage a modal shift to more sustainable transport?</li> <li>• Improve access to active travel networks?</li> </ul> |

| IA topic | IA objective                                                    | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                          |
|----------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | Reduce the impacts of noise on human health and the environment | <ul style="list-style-type: none"> <li>• Contribute to lowering noise levels in general?</li> <li>• Seek to mitigate the impact on areas likely to be affected by noise, and reducing the noise generated at source and/or containing the noise generated?</li> <li>• Utilise measures to reduce traffic noise specifically during transport planning, such as low noise road surfacing?</li> </ul> |

## Environmental outcomes / indicators

7.19 The following metrics have been identified as relevant indicators for this topic:

- Maintain air quality compliance in the plan area.
- Maintain NO<sub>2</sub> and PM<sub>2.5</sub> levels to acceptable levels.
- Changes to the extent of noise contours associated with road, rail and air travel.

## 8. Climate change and flood risk

### Focus of theme

- Greenhouse gas emissions
- Potential effects of climate change
- Flood risk
- Climate change resilience

### Current baseline summary

#### Flood risk

- 8.1 Fluvial flood risk is outlined in **Figure 8.1**. This illustrates that some areas of the Borough of Fylde face high risk of flooding. There are large extents of Flood Zone 2 and 3 associated with the coast along the south west and south of the borough. There are also large extents of Flood Zone 2 and 3 surrounding Lytham St Annes, Peel, Kirkham and Freckleton. These are mostly associated with drainage networks and floodplains in the area. To the north of the plan area, there is high risk associated with the River Wyre.
- 8.2 **Figure 8.2** shows that medium and high surface water flood risk occurs throughout parts of the Borough of Fylde, largely associated with watercourses and drainage systems, as well as the built environment in some areas that limits infiltration and keeps water at the surface. The south west of the borough, along with some central areas, is particularly susceptible to surface water flooding.
- 8.3 The Local Flood Risk Management Strategy for Lancashire 2021-2027 identifies the Borough of Fylde as vulnerable to flooding.<sup>51</sup> The borough faces a range of flood risks due to its predominantly flat coastal and low-lying landscape, extensive drainage networks and varied superficial geology. The borough is vulnerable to coastal and tidal flooding, as well as main river, surface water, groundwater and sewer-related flooding, with large parts of the district relying on drains and watercourses that can be affected by high tides, siltation and limited gradients. During intense rainfall, flooding is typically widespread but shallow, often following roads and affecting access, while rural areas can experience extensive flooding where land drains cannot cope with high runoff volumes. The local geology also influences surface water behaviour, and some areas experience high groundwater levels. In and around Lytham St Annes, the presence of Liggard Brook and Whitehill Watercourse increases the potential for combined tidal, fluvial and surface water flooding during extreme events.

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<sup>51</sup> Lancashire County Council (2021): [Flood Risk Management Strategy](#)

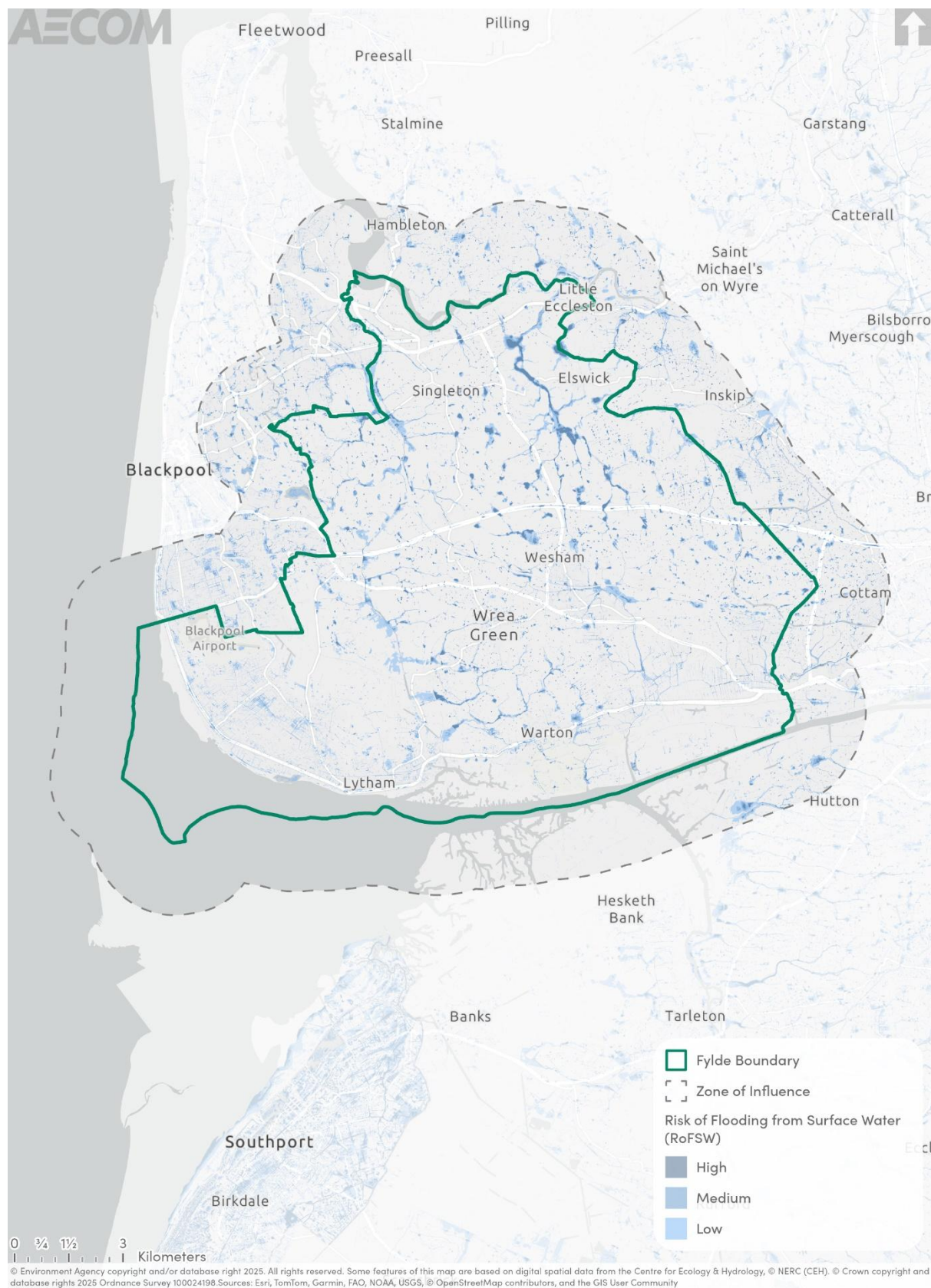
- 8.4 The Fylde Coast Authorities Level 1 Strategic Flood Risk Assessment (SFRA)<sup>52</sup> provides a strategic evidence base for flood risk for Blackpool, Fylde, and Wyre Councils to support their Local Plans. The report collates the latest data on flood sources alongside climate change to identify the greatest risks in the area. The SFRA identifies the greatest risk in the area are from tidal, fluvial, and surface water flooding, with particularly high exposure along the low-lying coast, estuaries, and river corridors.
- 8.5 Flood risk is also managed through the Fylde Flooding, Water Management and Sustainable Drainage Systems SPD.<sup>53</sup> The SPD provides detailed planning guidance to ensure that new development in Fylde manages flood risk effectively through the use of SuDS, flood risk assessments and climate-resilient design in accordance with local and national policy.

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<sup>52</sup> The Fylde Coast Authorities (2024): [Fylde Coast Authorities Level 1 Strategic Flood Risk Assessment](#)

<sup>53</sup> Fylde Borough Council (2023): [Flooding, Water Management and Sustainable Drainage Systems](#)

**Figure 8.1: Figure showing extent of fluvial flood risk**

**Figure 8.2: Figure showing extent of surface water flood risk**

## Contribution to climate change

8.6 In line with the UK Government's target of achieving carbon neutrality by 2050, Fylde Borough Council have begun work on a Climate Change Strategy and Implementation Plan for the borough. The strategy will outline how FBC plans to tackle the climate crisis and identify the roles and responsibilities of individuals and departments within the Council needed to achieve the following objectives:

- Understand the Council's current initiatives and commitments related to climate change, including identifying and addressing data gaps.
- Engage with Council Members and key stakeholders to gather input and raise awareness.
- Identify and prioritise areas for emission reduction and wider sustainability performance.
- Develop specific objectives and actions across key areas such as energy, carbon, water transport, waste, biodiversity, and climate change adaptation/mitigation.
- Produce a comprehensive climate change strategy with defined goals, measurable actions, and a detailed Implementation Plan outlining timelines and responsibilities. The strategy will primarily focus on initiatives that concern the Council's internal operations, as these fall within their direct sphere of influence and are therefore more feasible to implement.

8.7 As illustrated in **Figure 8.3**, the largest contributing sector to greenhouse gas (GHG) emissions in the Borough of Fylde is the transport sector (159.8 kt CO<sub>2</sub>e in 2023), which has been the largest contributing sector since 2014. The domestic sector is the second largest contributor (110.4 kt CO<sub>2</sub>e in 2023), but emissions from this sector have been declining in the long term.

8.8 The transport sector is the largest emitting sector in the UK, producing 28% of domestic GHG emissions in 2022, totalling 113.2 mt CO<sub>2</sub>e (million tonnes of carbon dioxide equivalent).<sup>54</sup> This represents a 2% increase from 2021 levels, and a decrease of 10% compared to pre-pandemic levels in 2019.

8.9 The uptake of Ultra Low Emission Vehicles (ULEVs) is expected to have a positive impact on reducing emissions from road transport. Recent national statistics (April–June 2024) indicate a 39% increase in the number of zero-emission vehicles registered for the first time compared to the same period in 2023.<sup>55</sup> In addition, the Zero Emission Vehicle (ZEV) mandate outlines the proportion of new zero-emission cars and vans that manufacturers must produce each year up to 2030. Under this mandate, 80% of new cars and 70% of new vans sold in Great Britain must be zero-emission by 2030, rising to 100% by 2035.<sup>56</sup>

<sup>54</sup> GOV.UK (2024): [Transport and environment statistics](#)

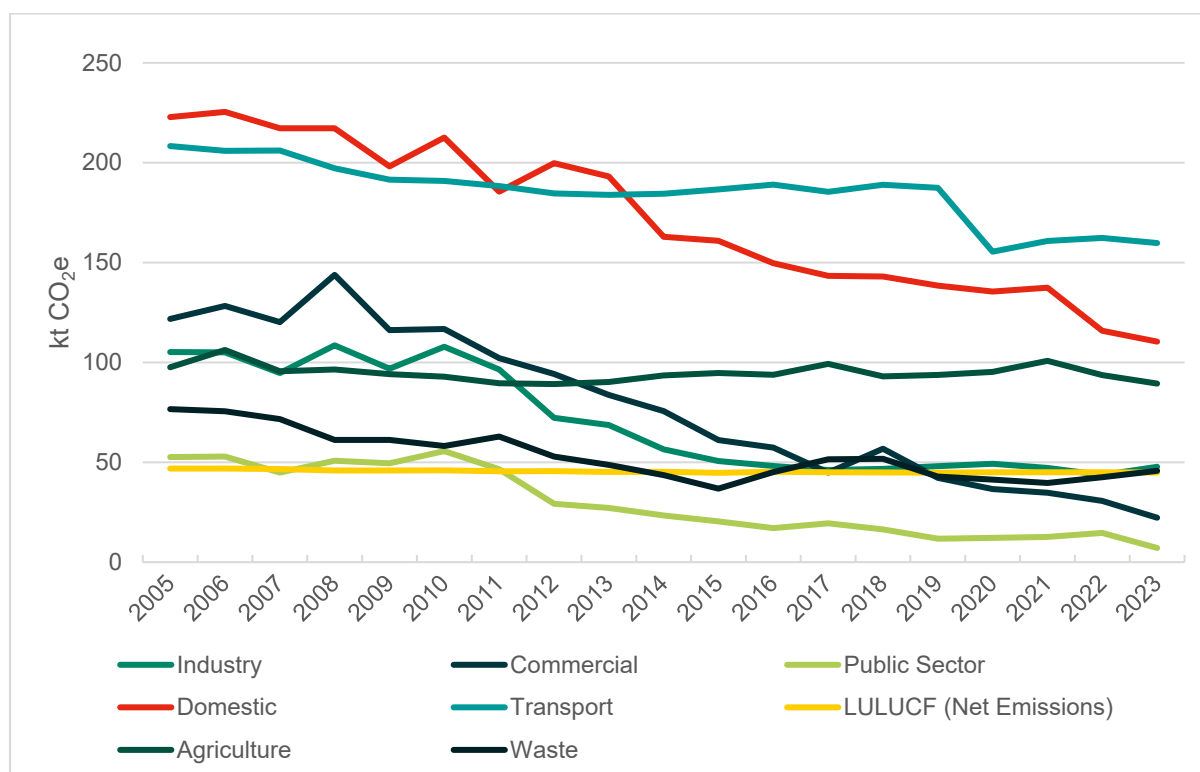
<sup>55</sup> GOV.UK (2024): [Vehicle licensing statistics: April to June 2024](#)

<sup>56</sup> GOV.UK (2024): [Pathway for zero emission vehicles](#)

8.10 The UK's charging network also continues to grow at pace and there are (as of January 2025) 73,334 public electric vehicle charging devices, with 37% more than January 2023.<sup>57</sup> It is considered that the certainty of the ZEV mandate will give industry renewed confidence to invest in infrastructure.

8.11 **Figure 8.4** shows a long term decline in per capita GHG emissions in the Borough of Fylde. However, emissions remain significantly higher at 6.3 tonnes CO<sub>2</sub>e per capita in 2023, compared to the North West (5.1 tonnes CO<sub>2</sub>e per capita) and England (4.8 tonnes CO<sub>2</sub>e per capita).

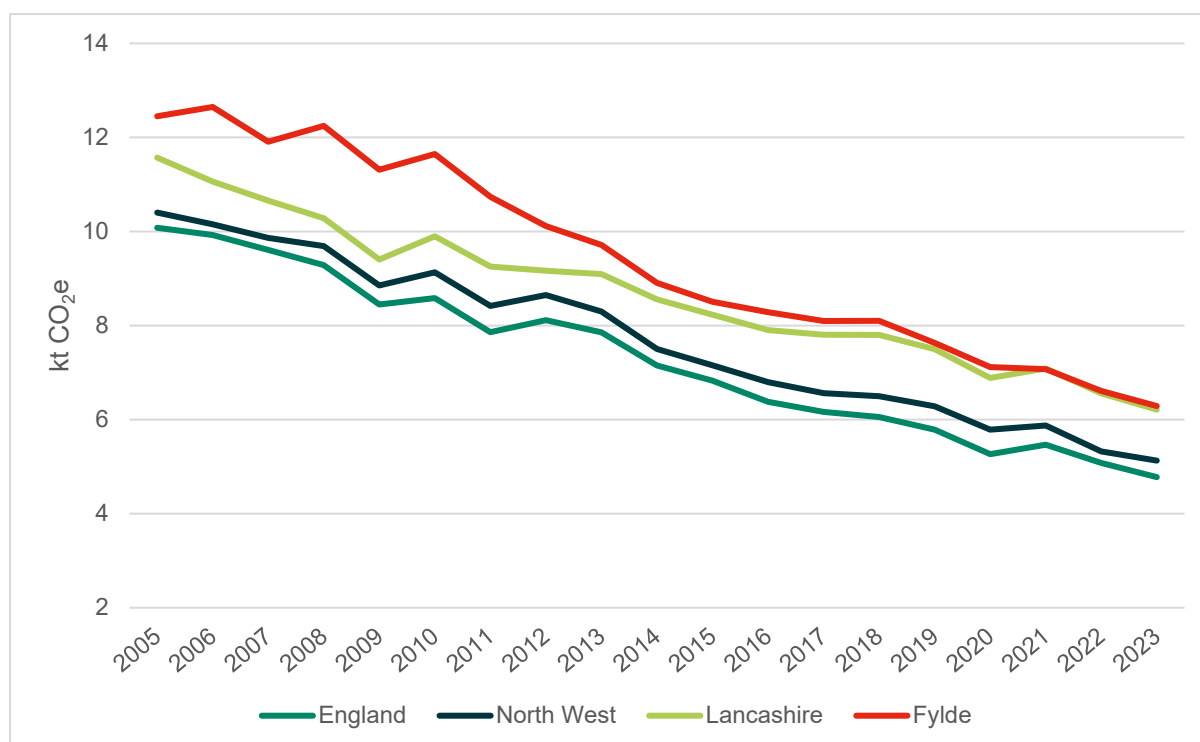
**Figure 8.3: GHG emissions per sector in Borough of Fylde**



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<sup>57</sup> GOV.UK (2025): [Electric vehicle public charging infrastructure statistics: January 2025](#)

**Figure 8.4: Trend in per capita GHG emissions in Borough of Fylde in comparison to regional and national trends**



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## Overheating

8.12 Overheating refers to situations where indoor temperatures exceed comfortable and healthy levels, often resulting in discomfort, health risks, and increased energy consumption. In the context of climate change, overheating is becoming an increasingly significant issue, particularly in urban areas, where the combined effects of higher temperatures, reduced green spaces, and increasing urban density can exacerbate the problem. Urban heat islands (UHI) are particularly evident in areas with high population density, where concrete, asphalt, and other materials absorb and retain heat.

8.13 It will be important for development within urban settlements of Fylde to consider the effects of overheating by ensuring that suitable shading, ventilation and green infrastructure is incorporated to help cool urban environments to ensure resilience to future heat extremes.

## Climate projections

8.14 The UK Climate Projections (UKCP18) programme is a climate analysis tool that provides the most up-to-date assessment on potential future climatic changes in the UK based on climate model simulations.<sup>58</sup> Projections can be downscaled to a regional level across the UK, allowing for evaluations of a selected area.

<sup>58</sup> Met Office (no date): [UK Climate Projections \(UKCP\)](#)

**Table 8.1: UKCP18 climate projections for the North West region under a 'business as usual' climate model**

|           | Mean Average Air Temperature (°C) |        | Mean Precipitation Rate (mm/day) |        | Mean Relative Humidity (%) |        |
|-----------|-----------------------------------|--------|----------------------------------|--------|----------------------------|--------|
|           | Winter                            | Summer | Winter                           | Summer | Winter                     | Summer |
| 1981-2000 | 3.19                              | 13.74  | 5.56                             | 3.55   | 88.33                      | 79.56  |
| 2021-2040 | 4.42                              | 15.65  | 5.83                             | 3.19   | 88.08                      | 77.66  |
| 2061-2080 | 6.12                              | 18.23  | 6.79                             | 2.47   | 87.52                      | 75.12  |

8.15 The above table indicates that in a 'business as usual' (i.e., 'do nothing') scenario:

- There could be a 1.7°C increase in mean average winter air temperatures between 2021 and 2080, and an increase of 2.58°C in summer air temperatures over the same period.
- In the 2061-2080 period there could be a 0.96mm / day increase in winter precipitation, and a 0.72mm / day decrease in summer precipitation.
- Winter mean relative humidity could decrease by 0.56%, and summer humidity by 2.54% between 2021 and 2080.

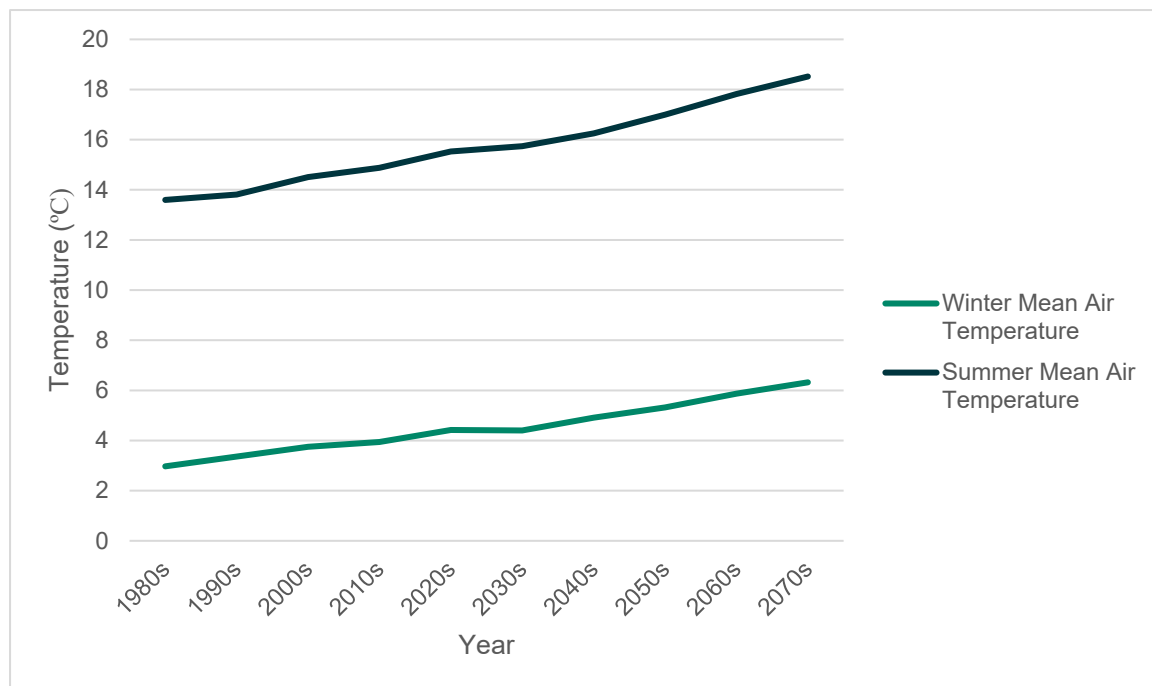
8.16 As a result of these changes, the borough may face increasing risks related to climate change, including:

- Increased flooding, higher sea level and more intense rainfall events can lead to greater risks of urban flooding.
- Heatwaves, urban areas may experience more frequent and severe heatwaves, that are exacerbated by the urban heat island effect.

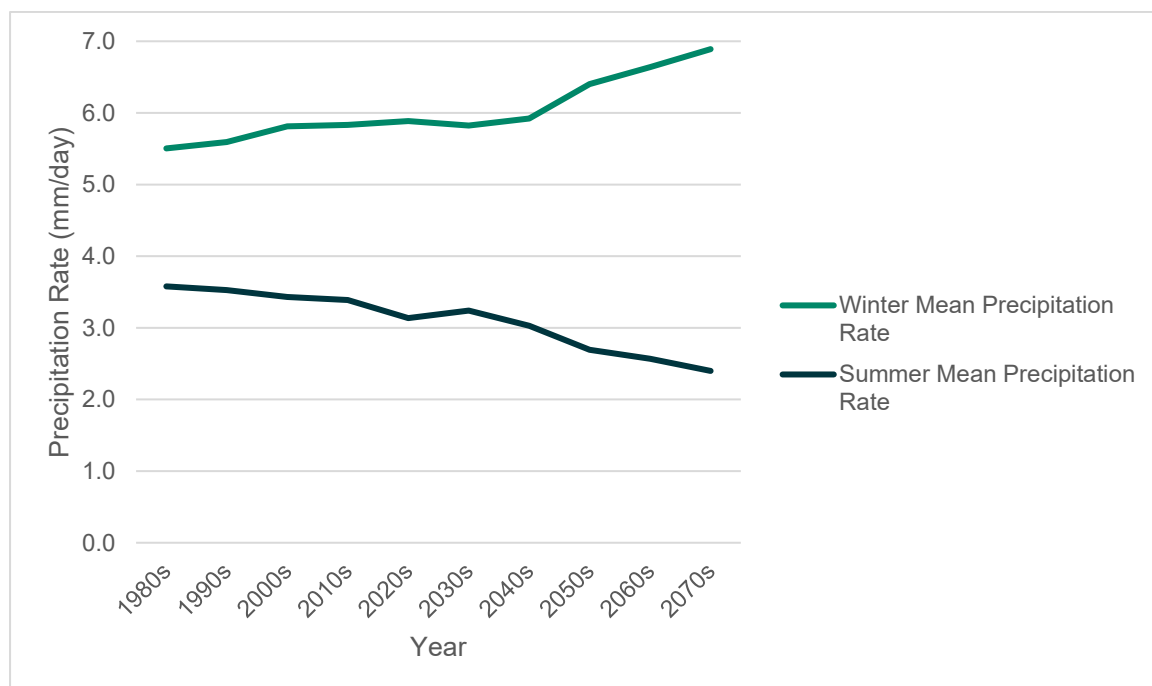
8.17 **Figure 8.7** illustrates domestic electricity consumption across the Borough of Fylde. Higher consumption occurs in predominantly rural areas which could be related to these areas having larger and less energy efficient housing and from higher daytime electricity use from a greater economically inactive population and remote working.

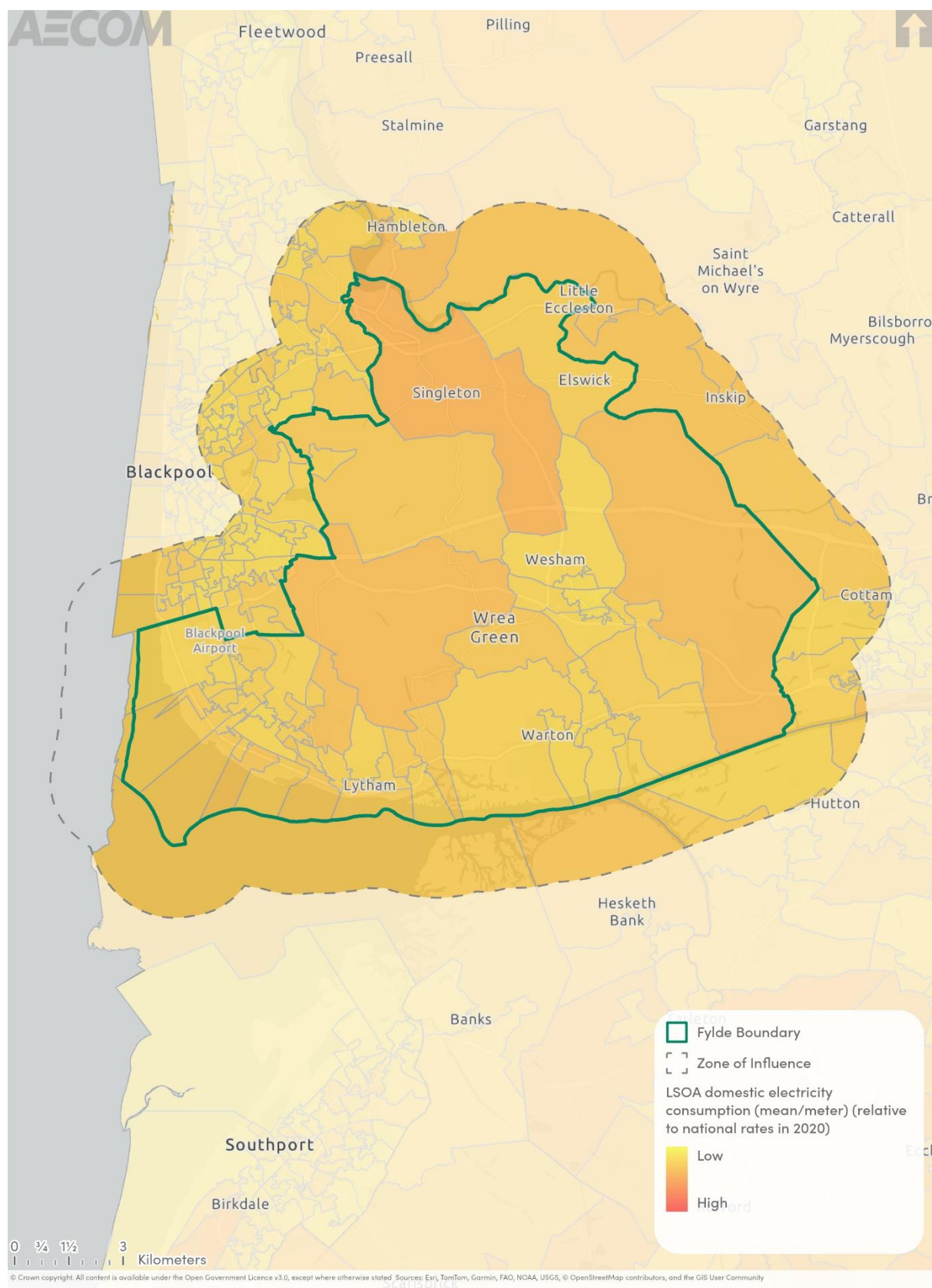
8.18 **Figure 8.8** illustrates domestic gas consumption across the Borough of Fylde. Higher consumption occurs notably to the south of Lytham St Annes, Wrea Green and Singleton. Higher consumption also occurs in less deprived areas, although not all areas that are amongst the least deprived also have high domestic gas consumption levels.

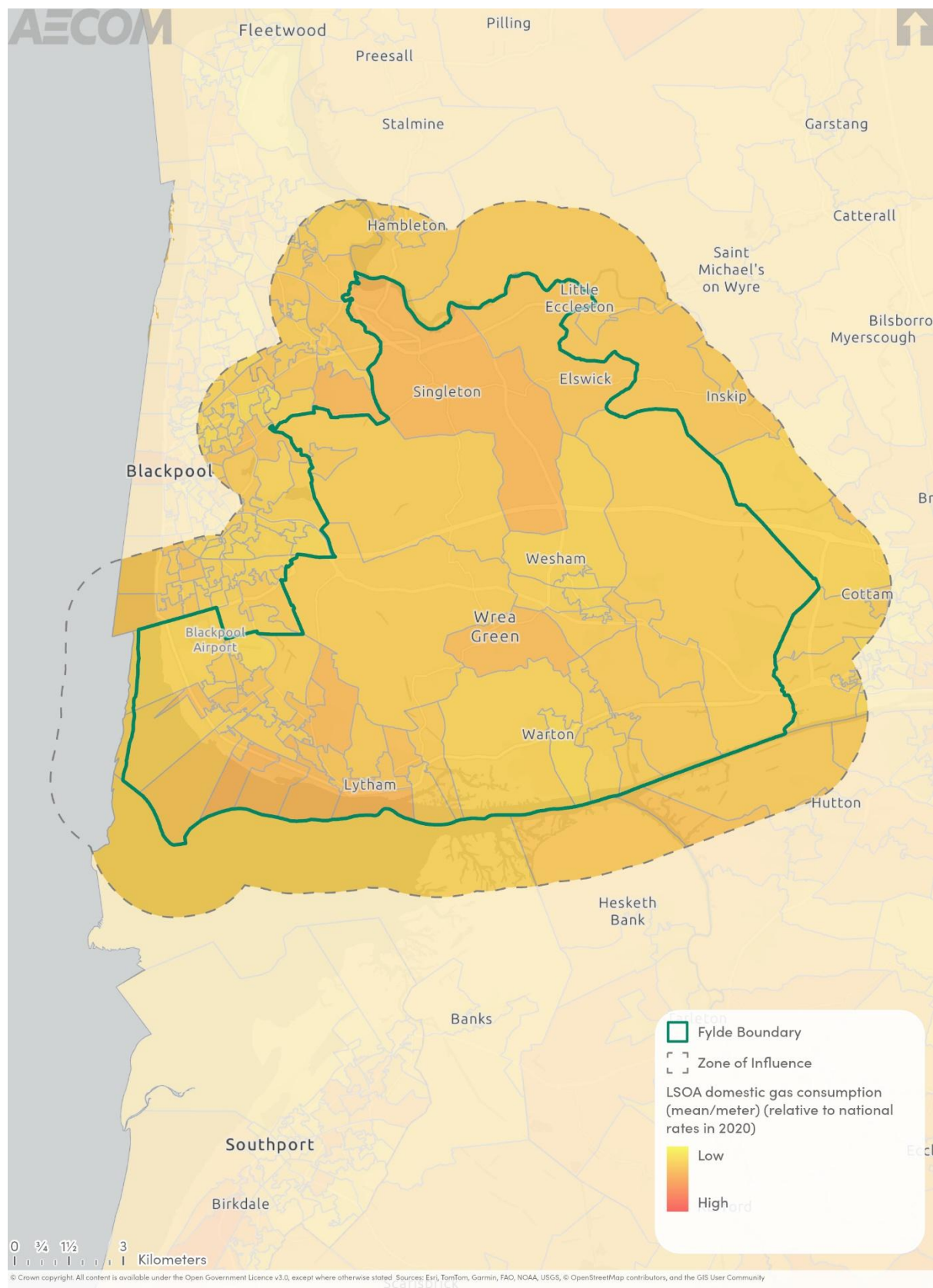
**Figure 8.5: The change in mean air temperature (°C) for winter and summer seasons in the North West region (1980s - 2070s)**



**Figure 8.6: The change in mean precipitation rate (mm / day) for winter and summer months in the North West region (1980s - 2070s)**



**Figure 8.7: Figure showing domestic electricity consumption**

**Figure 8.8: Figure showing domestic gas consumption**

## Future baseline summary

- 8.20 Climate change has the potential to increase the occurrence of extreme weather events and annual mean temperature in the Borough of Fylde, as well as warmer and wetter winters, and hotter and drier summers. This is likely to increase the risks associated with climate change, including fluvial and surface water flood risk, frequency of heatwaves, and rising temperatures. More widely, these impacts can have effects on human health and the natural environment.
- 8.21 Fylde has made commitments to reducing carbon emissions and supporting the transition to a low-carbon economy. Continued investment in renewable energy, sustainable transport, and energy-efficient buildings will be essential to lowering emissions while promoting economic growth. Exploring new approaches to decarbonisation, including low-carbon heat networks and local energy generation will be key to achieving a net-zero future.<sup>59</sup>
- 8.22 In terms of climate change mitigation, per capita emissions in the Borough of Fylde are likely to continue to decrease in line with regional and national trends. This is due to energy efficiency measures, renewable energy production and new technologies become more widely adopted. This is likely to contribute positively towards meeting the UK's Net Zero target.
- 8.23 Under a Shared Socioeconomic Pathways 2-4.5 scenario,<sup>60</sup> sea levels in this region are projected to rise 0.54 metres by 2100, relative to a 1995-2014 baseline.<sup>61</sup> Such increases are likely to increase the rate of coastal erosion and heighten the frequency and severity of flooding and storm surges, placing coastal communities at greater risk from climate change impacts. Continued investment in coastal defences and emissions reductions will therefore be essential to protect the Fylde coast from climate change impacts.

## Key sustainability issues

- 8.24 The following key sustainability issues have been identified:
- Flood risk is prevalent across the Borough of Fylde, with areas falling within Flood Zones 2 and 3, primarily associated with local waterbodies such as the River Wyre and River Ribble. Surface water flooding also affects various parts of the borough. It is likely that an increase in the built environment would impact upon the natural drainage capacity. It will be important that the Local Plan guides development away from areas that are most vulnerable to flooding and ensures Sustainable Drainage Systems (SuDS) and other design measures are incorporated in development proposals.

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<sup>59</sup> Department for Transport (2022) [Climate Change Adaptation and Transport Infrastructure](#)

<sup>60</sup> SSP2-4.5 is a scenario in which there is intermediate GHG emissions, keeping CO2 emissions around current levels until 2050, then falling but not reaching net zero by 2100.

<sup>61</sup> NASA (no date): [Sea Level Projection Tool](#)

- Climate change is expected to increase vulnerability within the Borough of Fylde, increasing the risk of adverse health impacts resulting from events such as flooding, heatwaves, sea level rise, and extreme weather. There may also be wider implications, including the movement of climate refugees, changes in agricultural practices, and disruptions to biodiversity. It is therefore important for the borough to strengthen its resilience and adaptive capacity to address the impacts of climate change.
- Implementing green infrastructure and nature-based solutions into development presents an opportunity to enhance climate resilience and adaptation, for example through carbon storage, drainage and water conservation and cooling urban heat islands.
- Transport and domestic energy use are the two largest sources of emissions in the Borough of Fylde. Transport-related emissions can be reduced through measures such as promoting active travel, enhancing public transport provision, and supporting the transition to electric vehicles. The Local Plan can help facilitate these changes by embedding policies that encourage sustainable development, prioritise low-carbon transport infrastructure, and align with broader climate objectives. Reducing emissions from homes will depend on improving energy efficiency through actions such as retrofitting insulation, adopting low-carbon heating solutions, and ensuring that new developments are built to high sustainability standards.

## Scoping decision

8.25 Based on the key issues discussed above, it is proposed that the climate change and flood risk topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 8.2**, are proposed as part of the IA framework.

**Table 8.2: Proposed objectives and assessment questions**

| IA topic                      | IA objective                                                                              | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Climate change and flood risk | Support climate change mitigation across Fylde through limiting greenhouse gas emissions. | <ul style="list-style-type: none"> <li>• Reduce GHG emissions from transport through active travel, public transport, and low-emission vehicles?</li> <li>• Promote the use of sustainable modes of transport, including walking, cycling, and public transport?</li> <li>• Generate energy from low or zero carbon sources?</li> <li>• Reduce energy consumption from non-renewable sources?</li> <li>• Reduce greenhouse gas emissions across key sectors?</li> <li>• Improve energy efficiency in new and existing buildings, including through retrofitting and sustainable design?</li> </ul> |

| IA topic | IA objective                                                                                   | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                                                                                                | <ul style="list-style-type: none"> <li>• Support low-carbon economic growth and the transition to a green economy?</li> <li>• Encourage sustainable construction practices and low-carbon materials?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|          | Support Fylde's resilience to the potential effects of climate change, in particular flooding. | <ul style="list-style-type: none"> <li>• Reduce flood risk by integrating natural flood management, sustainable drainage systems (SuDS) and flood-resilient design?</li> <li>• Sustainably manage water run-off, reducing surface water runoff?</li> <li>• Ensure new developments avoid areas of high flood risk in the first instance, and where no alternative sites are available, incorporate sufficient resilience measures?</li> <li>• Support community and business adaptation to climate risks, including heatwaves and storms?</li> <li>• Encourage urban cooling measures such as green roofs, street trees, and permeable surfaces?</li> </ul> |

## Environmental outcomes / indicators

8.26 The following metrics have been identified as relevant indicators for this topic:

- Contribution of new development towards meeting net zero targets
- Public transport / active travel network improvements
- % of journeys that do not emit any greenhouse gases or air pollutants from their use.
- Area of built up area within flood zones.
- % of developments including SuDS or other measures to mitigate the impact of all sources of flooding.

## 9. Healthy and safe communities

### Focus of theme

- Population, population growth and density
- Health and wellbeing
- Active lifestyles
- Education
- Road safety
- Green space
- Crime and safety

### Current baseline summary

#### Population, population growth and density

9.1 As recorded at the 2021 Census,<sup>62</sup> the population of the Borough of Fylde was 81,374. The population grew by 7.4% since 2011, which was higher than population growth in Lancashire County (5.5%), the North West (5.2%) and England as a whole (6.6%). Population projections also suggest that the population of the Borough of Fylde will increase by 10.3% in 10 years from 2022 to 2032.<sup>63</sup>

**Table 9.1: Population and percentage change across geographies, 2011-2021<sup>64/62</sup>**

| Geography        | 2011       | 2021       | % change |
|------------------|------------|------------|----------|
| Borough of Fylde | 75,757     | 81,374     | +7.4     |
| Lancashire       | 1,171,339  | 1,235,354  | +5.5     |
| North West       | 7,052,177  | 7,417,397  | +5.2     |
| England          | 53,012,456 | 56,490,048 | +6.6     |

9.2 In terms of Fylde's wards, the highest population growth between 2011 and 2021 was in Warton and Westby which grew by 38.9%, followed closely by Ribby-with-Wrea, which grew by 38.3%. Freckleton West experienced the largest decrease in population (-4.4%) over this period of all wards in the borough.

<sup>62</sup> NOMIS (2011) (2021) Census data, TS001 Number of usual residents in households and communal establishments. Available at: [Dataset Selection - Query - Nomis - Official Census and Labour Market Statistics](#)

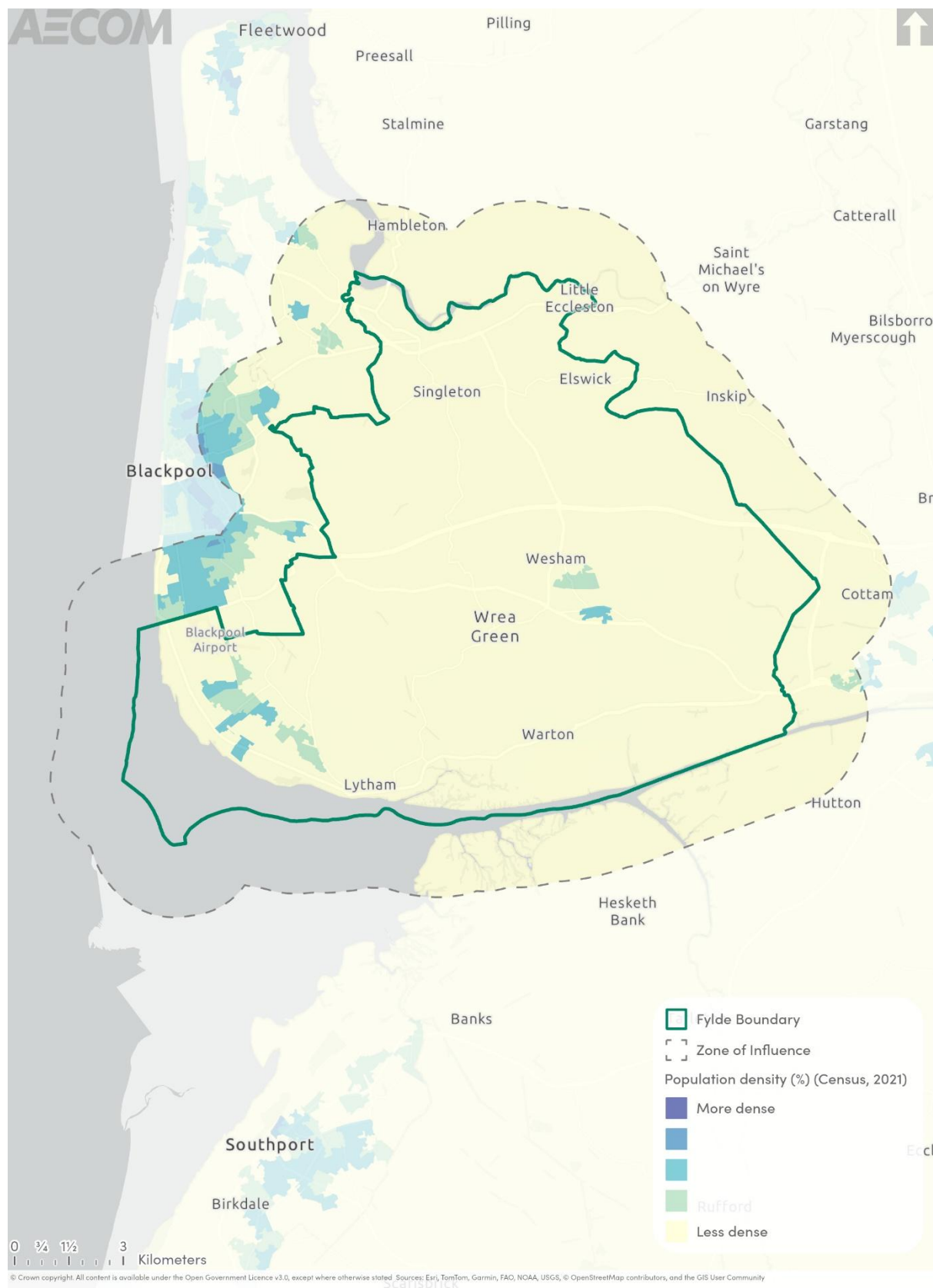
<sup>63</sup> NOMIS (2022) Subnational population projections for England: 2022-based. Available at: [Subnational population projections for England: 2022-based - Nomis - Official Census and Labour Market Statistics](#)

<sup>64</sup> NOMIS (2011) Census data, KS101EW - Usual resident population. Available at: [Nomis - Query Tool - KS101EW - Usual resident population](#)

- 9.3 The ONS 2024 Population Estimates<sup>65</sup> predict that the Borough of Fylde has a population density of approximately 516 people per square kilometre. Whilst the average population density for England as a whole is lower at approximately 450 people per square kilometre.
- 9.4 As shown in **Figure 9.1**, population density differs across areas within the borough. Higher population density clusters are in urban areas, notably in Lytham St Annes. There are also some relatively high levels of population density in and around the town of Kirkham to the south of Wesham. Lower levels dominate the mostly rural areas which make up the rest of the borough.

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<sup>65</sup> ONS (2025) Population estimates for the England and Wales: mid 2024:2023, [Estimates of the population for England and Wales - Office for National Statistics](#)

**Figure 9.1: Figure showing population density across Borough of Fylde**

## Health

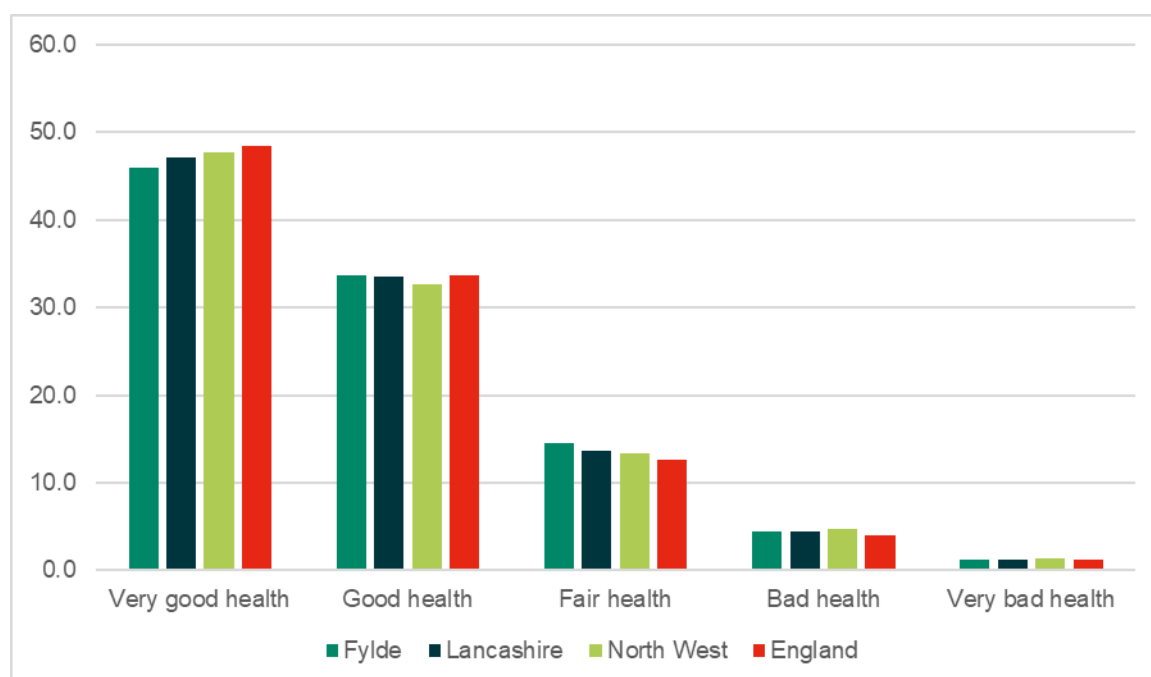
- 9.5 The health of people in the Borough of Fylde is fairly similar to the average in England. Data from 2021-23 finds the average life expectancy for men in the borough is 79.0 and 83.0 for women, which is broadly in line with the national average (79.1 for men and 83.1 for women).<sup>66</sup>
- 9.6 Lancashire County Council's database on health<sup>67</sup> highlights that health is influenced by a complex mix of personal factors, lifestyle choices, and wider physical, social and economic conditions. It is widely considered that these broader determinants have a greater impact on population health than healthcare services alone.
- 9.7 Lifestyle-related illnesses include conditions such as cancer, cardiovascular diseases, diabetes and liver disease. These illnesses create a significant pressure on health and social care services in Lancashire. Their strong links to lifestyle factors including tobacco use, excessive alcohol consumption, poor diet, and insufficient physical activity pose a serious challenge to the public health system.
- 9.8 According to the 2021 Census,<sup>68</sup> the Borough of Fylde has slightly lower ratings of general health compared to the North West and England. **Figure 9.2** provides a breakdown of general health ratings for the four geographies. The proportion of residents rating their health 'good' or 'very good' was lower in Fylde than the other geographies (79.7% compared to 80.6% in Lancashire, 80.4% in the North West and 82.2% nationally). Although equal to Lancashire and similar to the England average (5.2%), a slightly lower proportion of the borough population rated their health 'bad' or 'very bad' (5.8%) compared to the North West (6.2%). As illustrated in **Figure 11.6**, the borough has an older population, with 27.8% of the population aged 65 and over. In this context, the proportion of the borough population considering their health as 'bad' or 'very bad' is expected to be higher to reflect the significantly older local age profile, and the data suggests that the perception of health in the borough is better than expected.

<sup>66</sup> Department of Health and Social Care (2025) Local Authority Health Profiles [Local Authority Health Profiles | Fingertips | Department of Health and Social Care](#)

<sup>67</sup> Lancashire County Council (Accessed November 2025) [Health - Lancashire County Council](#)

<sup>68</sup> ONS (2021) [TS037 - General health - Nomis - Official Census and Labour Market Statistics](#)

**Figure 9.2: Chart to show general health rating percentage breakdown across geographies, 2021<sup>69</sup>**



- 9.9 Within Lancashire, there are significant disparities between the most and least deprived areas.<sup>70</sup> Many communities and districts within Lancashire fare poorly when measured against national indicators linked to unhealthy lifestyles and chronic illnesses.
- 9.10 Data from the Local Authority Health Profiles<sup>71</sup> also shows that the Borough of Fylde performs below average in several key outcomes associated with unhealthy living. Data from 2023/24 found that 66.8% of adults in the borough were overweight or obese compared to 64.5% in England. The Borough of Fylde also has relatively high rates of admissions to hospital for alcohol related conditions (612 per 100,000 compared to 504 per 100,000 nationally) and admissions due to mental health conditions (216 per 100,000 compared to 80 per 100,000 nationally).
- 9.11 **Figure 9.3** maps out the general health ratings across the Borough of Fylde using the 2021 Census data.<sup>72</sup> The dark blue shading indicates areas where a lower proportion of the population rated their health 'very good', whilst the lighter shading indicates a high proportion of the population rated their general health as 'very good'.
- 9.12 Whilst levels of health vary across the borough, overall, there are generally lower proportions of residents in neighbourhoods in the south and particularly around the southwestern coast and around Warton who rate their health as 'very good'.

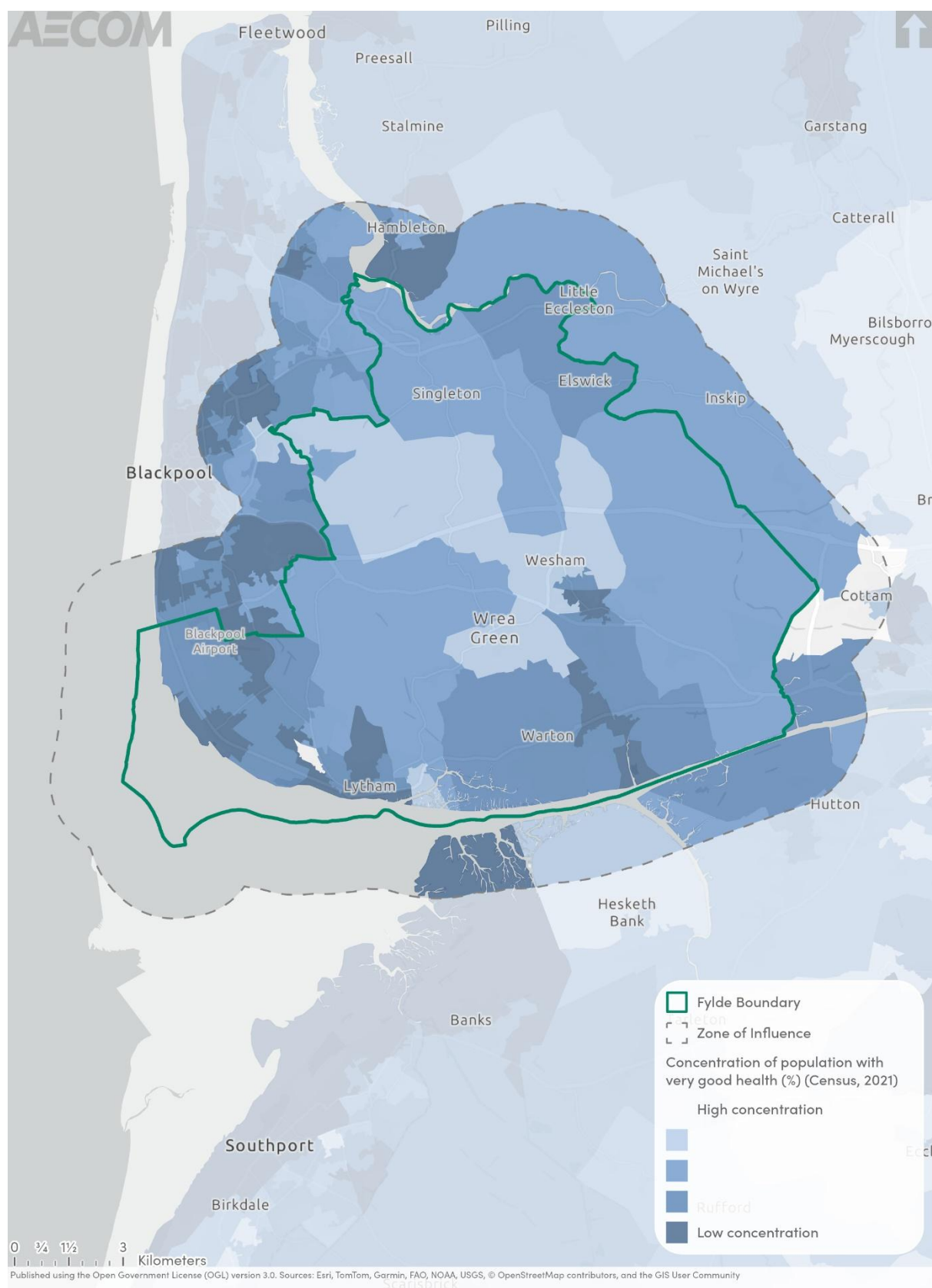
<sup>69</sup> ONS (2021) [TS037 - General health - Nomis - Official Census and Labour Market Statistics](#)

<sup>70</sup> Lancashire County Council (Accessed November 2025) Health. Available at: [Health - Lancashire County Council](#)

<sup>71</sup> Department of Health and Social Care (2025) Local Authority Health Profiles. Available at: [Local Authority Health Profiles | Fingertips | Department of Health and Social Care](#)

<sup>72</sup> ONS (2021) [TS037 - General health - Nomis - Official Census and Labour Market Statistics](#)

**Figure 9.3: Figure showing concentration of people who consider themselves to have 'very good' general health**



## Healthcare facilities

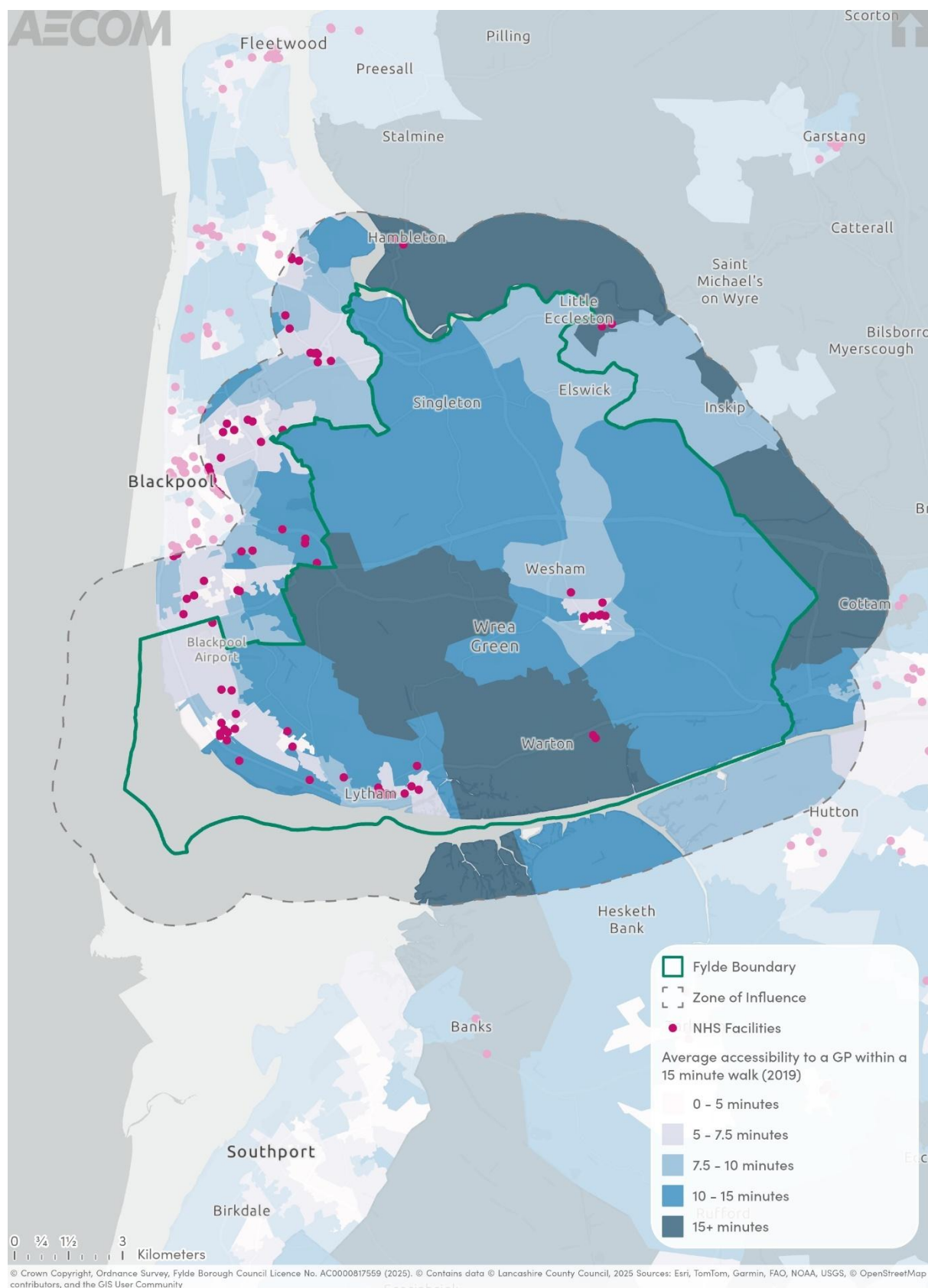
- 9.13 The Lancashire area, including the Borough of Fylde, is served by the Healthier Lancashire and South Cumbria Integrated Care System (ICS). The ICS is responsible for planning and commissioning healthcare services for the borough, covering most hospital and community NHS services.<sup>73</sup>
- 9.14 Lancashire County Council lists key NHS trusts in the county.<sup>74</sup> The key partners within the Borough of Fylde health and care system include the Blackpool Teaching Hospitals NHS Foundation Trust which provides important care facilities, the Lancashire and South Cumbria NHS Foundation Trust and the Lancashire Teaching Hospitals NHS Foundation Trust. The Borough of Fylde area includes a hospital (Clifton Hospital) and primary care centre (Lytham Hospital), both located in the more populated southwest of the borough.
- 9.15 These services are challenged in terms of workforce gaps, duplication, and variation in quality. Across Lancashire and South Cumbria, NHS hospitals employ around 40,000 people, with higher vacancy rates than the national average, and more than 20% of staff over the age of 55 who are likely to retire in the near future. The primary care workforce faces similar pressures, with a declining number of GPs and a quarter of the general practice workforce aged over 55.<sup>75</sup> The demand for hospital and community services is also growing due to an ageing population and the rising prevalence of chronic conditions. The population is projected to see a rising diagnoses of cancer and other long-term conditions.<sup>76</sup>
- 9.16 **Figure 9.4** shows accessibility to a GP across the Borough of Fylde. There is greater accessibility to a GP in urban areas. The vast majority of NHS facilities are located in built up areas along the Fylde coast and in the town of Kirkham. In contrast, rural areas have lower accessibility.

<sup>73</sup> Lancashire County Council (2025) [Fylde district - Lancashire County Council](#)

<sup>74</sup> Lancashire County Council (2025) [NHS trusts - Lancashire County Council](#)

<sup>75</sup> NHS (No date) [Lancashire and South Cumbria Integrated Care Board. Workforce.](#)

<sup>76</sup> Healthier Lancashire and South Cumbria (2021) [New Hospitals Programme. Summary of Our case for Change](#)

**Figure 9.4 Map showing proximity to GP**

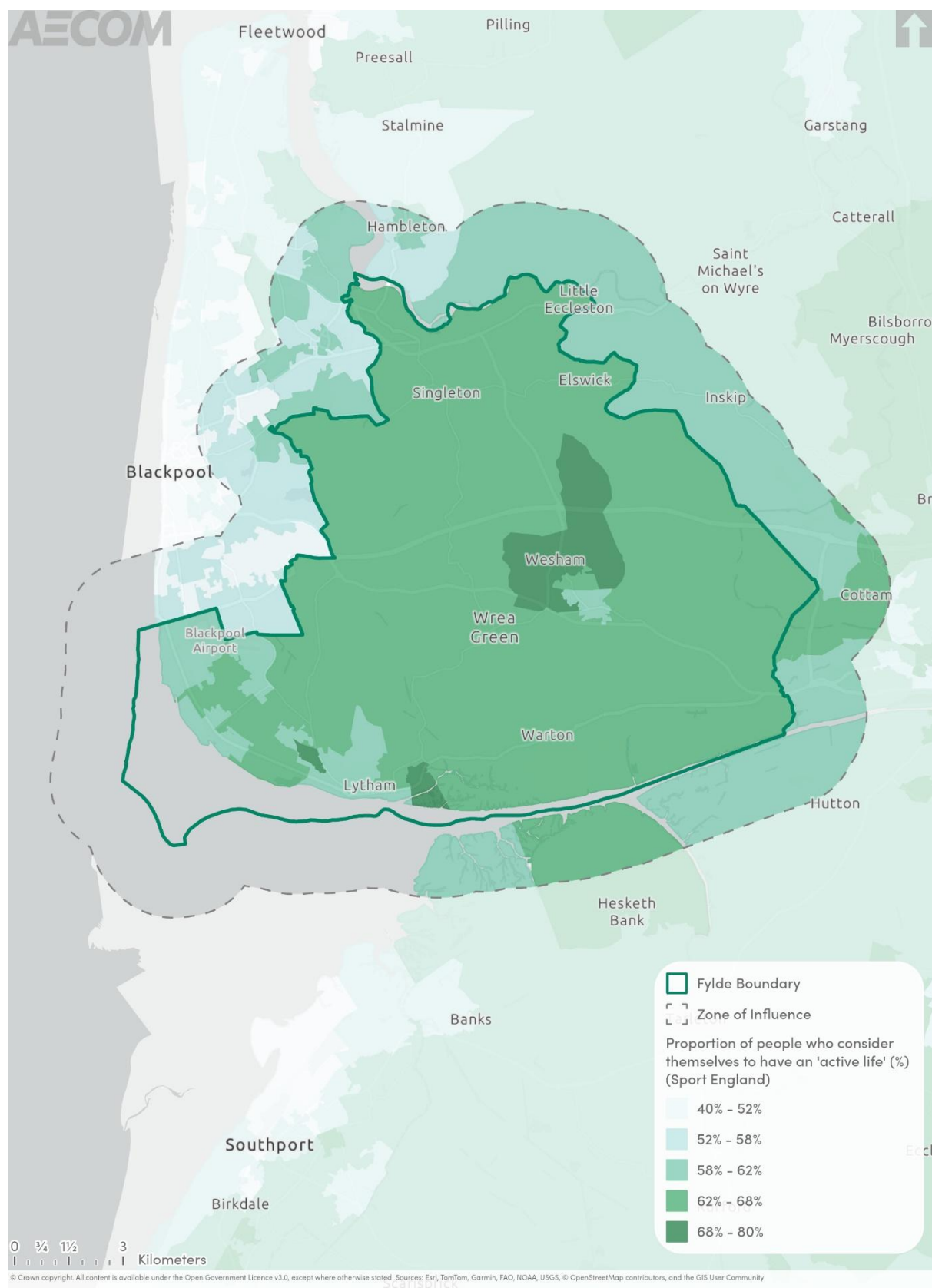
## Active lifestyles

- 9.17 The Sport England's Active Lives Survey 2023/24<sup>77</sup> shows that 25.4% of adults in the Borough of Fylde do less than the recommended 30 minutes of physical activity per day, which is slightly higher than the Lancashire average (25.2%), as well as the national figure (25.1%). Whilst 43.0% of children and young people aged 5-16 in the Borough of Fylde do less than 30 minutes of exercise per day, which is significantly higher than Lancashire (32.3%) and the national figure (29.6%).
- 9.18 Low levels of physical activity may have a negative impact on health. The Fylde Coast Local Cycling & Walking Infrastructure Plan<sup>78</sup> highlights how encouraging walking and cycling is a key means of improving public health in the borough. In Fylde, physical activity levels are below the national average, and a lack of activity is linked to various negative health outcomes, such as obesity and cardiovascular disease. Therefore, investing in active travel infrastructure in the borough could increase physical activity among the population, especially when initiatives focus on everyday journeys such as trips to school, work or shops.
- 9.19 The report suggests that walking and cycling infrastructure improvements should focus on the most deprived areas and on areas with the highest inactivity levels to promote healthier travel choices. These enhancements would support public health, and improve access to jobs and opportunities. Interventions include upgrades to cycle lanes, walking routes, as well as improvements to public areas that make active travel more appealing.
- 9.20 **Figure 9.5** illustrates the concentration of active lifestyles in the Borough of Fylde based on those doing more than the recommended 30 minutes of physical activity, as recorded by Sport England.<sup>79</sup> The darker shading indicates that a higher proportion of the population have active lifestyles and lighter shading indicates a smaller proportion. The map shows broadly similar levels of physical activity across the borough, with most areas reporting between 62% and 68% of residents leading an active lifestyle. Higher activity levels are evident around Wesham, while the lowest rates are found in and around Lytham St Annes. This generally aligns with the concentration spread seen in **Figure 9.3** regarding levels of 'very good' health.

<sup>77</sup> Sport England (2024) [Active Lives data tables | Sport England](#)

<sup>78</sup> Lancashire County Council and Blackpool Council (2024) [Fylde Coast Local Cycling & Walking Infrastructure Plan, Stage 1 - 4 Report](#)

<sup>79</sup> Sport England (2024) [Active Lives data tables | Sport England](#)

**Figure 9.5: Figure showing concentration of those with active lives**

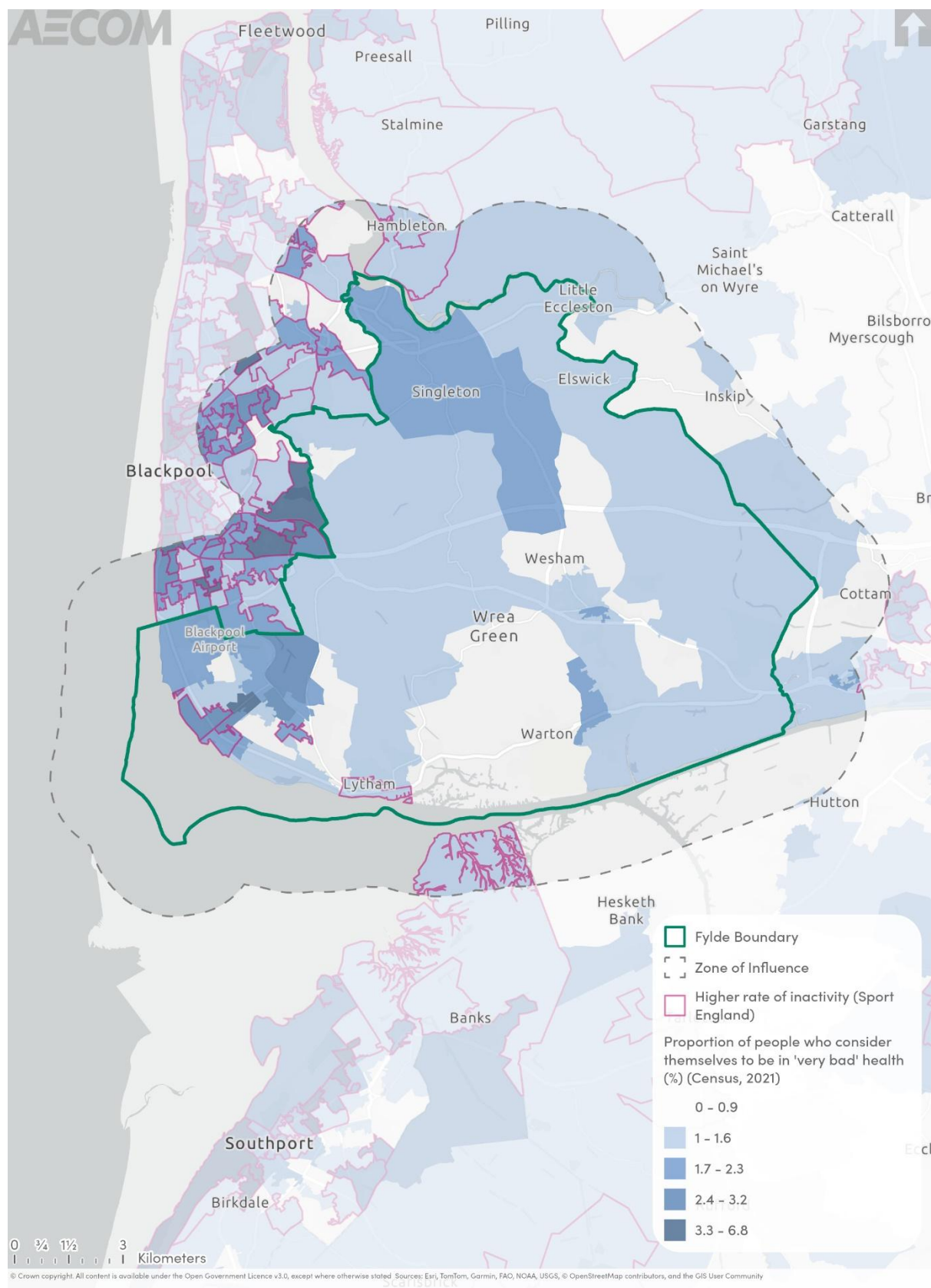
9.21 **Figure 9.6** shows the correlation between residents who rate their health 'very bad' and areas with high levels of inactivity. In general, the majority of the areas with highest levels of inactivity (outlined in red) are shaded darker which indicates worse levels of health. This somewhat aligns with the concentration spread in **Figure 9.5** including the lowest activity areas located in urban areas along the Fylde coast, suggesting there is a correlation between health ratings and levels of activity. A notable exception would be in the town of Lytham, which has a higher rate of inactivity despite reporting fairly low levels of bad health.

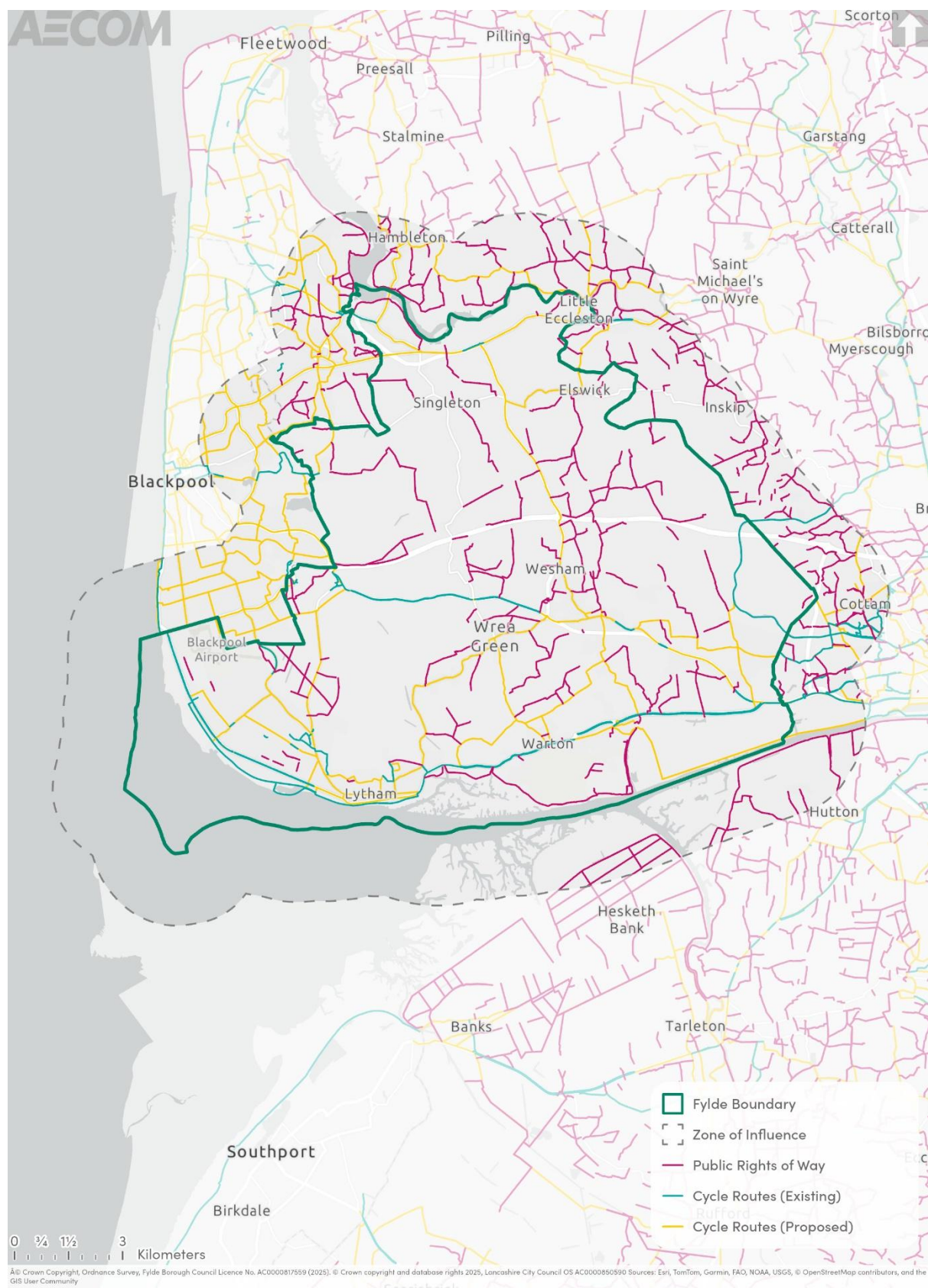
9.22 It is likely that residents with poorer health are unable to participate in an active lifestyle, or that those who do not participate in an active lifestyle are therefore less healthy. It may be possible to increase overall levels of health through encouraging more active lifestyles.

9.23 **Figure 9.7** shows the active transport routes across the Borough of Fylde. There are several regionally significant existing cycle routes, including:

- National Cycle Network (NCN) 62: follows the coast from Preston to Fleetwood.
- NCN 62 spur in Blackpool: links the coast to Stanley Park/Blackpool Zoo and Staining.
- NCN 6: on-road north/south route along the east edge of the Fylde Coast, linking Preston, Garstang and Lancaster.

**Figure 9.6: Figure showing correlation between people who consider themselves to have 'very bad' general health and areas with high rates of inactivity**



**Figure 9.7: Figure showing active transport routes**

## Leisure and culture facilities

- 9.24 According to ONS data,<sup>80</sup> there are 174 sports facilities in the Borough of Fylde (this includes both publicly available facilities and those that require payment, registered membership and those with sports club or community associated). This equates to 468 people per facility (21.38 facilities per 10,000 people). This is lower than the average of local authorities in England of 14.68 facilities per 10,000 people. This is notable as data shows that more adults are active in areas with a higher number of sports facilities.<sup>81</sup>
- 9.25 ONS data also shows that in 2023, there were 3.69 supermarkets per 10,000 people in the Borough of Fylde,<sup>82</sup> which was higher than the England local authority average (2.81).
- 9.26 The Borough of Fylde has five museums which equates to 16,275 people per museum or 6.14 facilities per 100,000 people.<sup>83</sup> This is greater than the England local authority average of 5.79 facilities per 100,000 people.
- 9.27 The Borough of Fylde also contains areas of high quality greenspace, parks and recreational open space that are valuable community assets. Overall, 10.7% of land in the Borough of Fylde has been designated as Green Belt which is lower than 17.8% in Lancashire and 12.5% across England.<sup>84</sup> The Fylde Coastline consists of all-day beach areas, extensive areas of dunes and a promenade including gardens, piers and heritage sites.<sup>85</sup>
- 9.28 The distribution of key community infrastructure is illustrated in **Figure 9.8**.

<sup>80</sup> ONS (2024) [Access to sports facilities and other amenities in your local area](#)

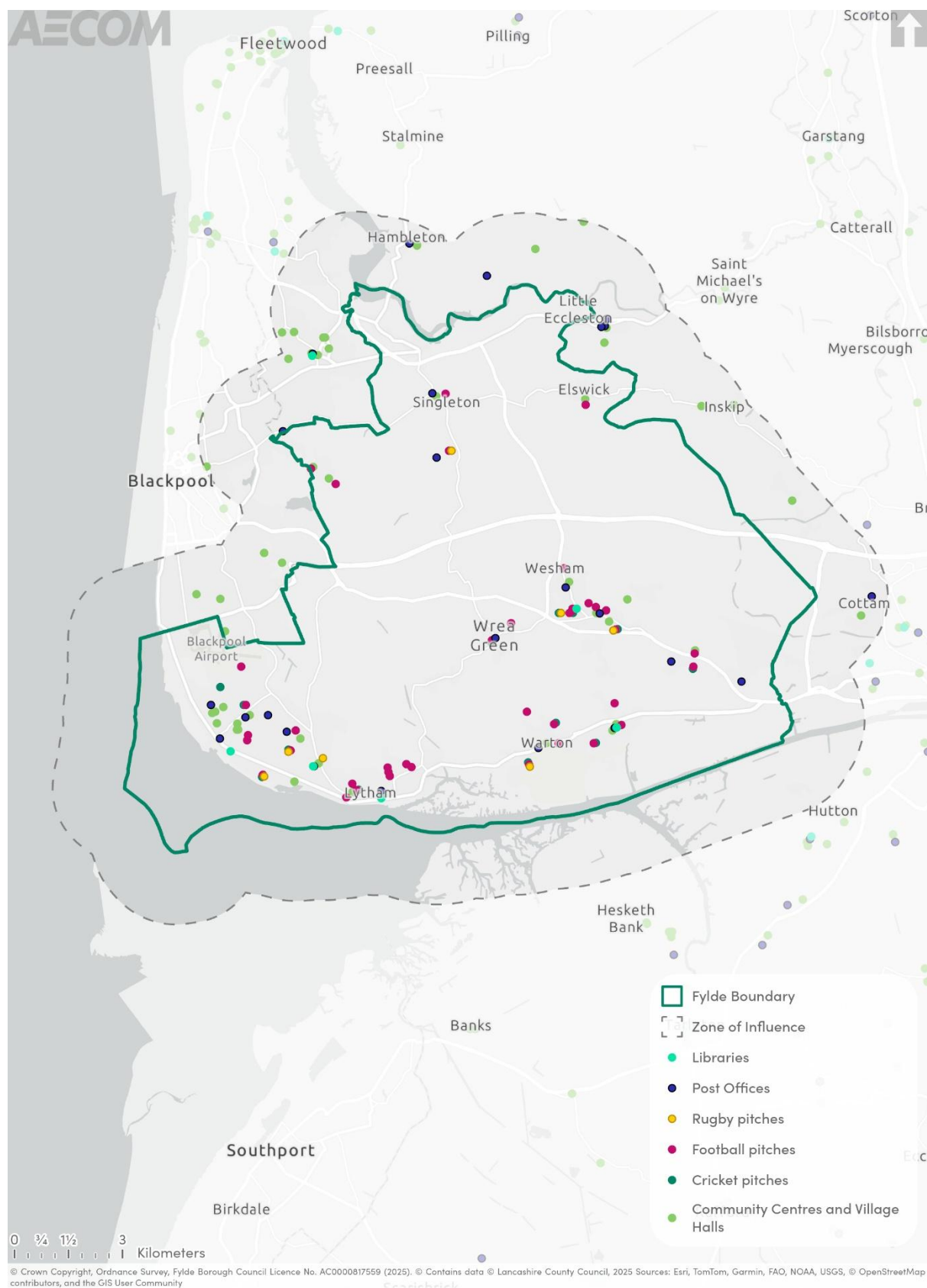
<sup>81</sup> ONS (2024) [More adults are active in areas with a higher number of sports facilities](#)

<sup>82</sup> ONS (2024) [Number of chain supermarkets across Local Authority Districts \(LAD\) in the United Kingdom](#)

<sup>83</sup> ONS (2024) [Number of museums across Local Authority Districts \(LAD\) in the United Kingdom](#)

<sup>84</sup> MHCLG (2025) [Local authority Green Belt statistics for England: 2024 to 2025](#)

<sup>85</sup> Fylde Council (2025) [Protected Environments and Assets – Fylde Council](#)

**Figure 9.8: Figure showing community infrastructure**

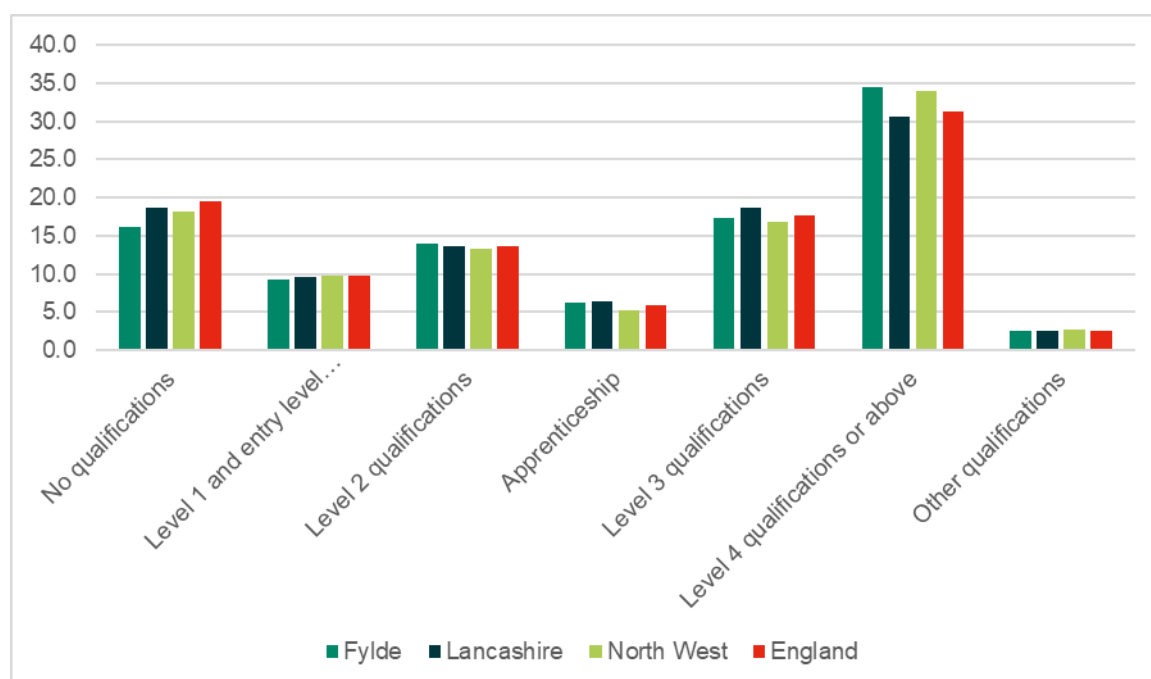
## Education

9.29 The Borough of Fylde population has overall higher levels of educational qualifications compared to Lancashire, the North West and England. As shown in **Figure 9.9**, a lower proportion of the borough population have no qualifications (16.1%) compared with Lancashire (18.6%), the North West (19.5%) and England (18.1%).

9.30 Notably, the Borough of Fylde also has a higher proportion of residents with the highest level of qualifications with 34.5% of residents gaining level 4 qualifications or above compared to 30.6% in Lancashire, 31.2% for the North West and 33.9% nationally.

9.31 6.3% of the population of the borough have apprenticeships which is broadly in line with Lancashire (6.4%). This is a larger proportion of the population when compared to the North West (5.9%) and England (5.3%).

**Figure 9.9: Highest level of qualification % breakdown across geographies, 2021<sup>86</sup>**



9.32 The Covid-19 pandemic had an impact on education across England, however, children from disadvantaged backgrounds were disproportionately affected. In 2020, the Children's Commissioner England reported that an estimated 60,000 children in the UK lacked any internet connectivity at home, while 700,000 were in homes without a laptop, desktop or tablet.<sup>87</sup> Due to relatively low levels of deprivation in the Borough of Fylde (as outlined in **Chapter 11: Equalities**), there may not have been as significant an impact on the education of children in the borough relative to other areas of the country.

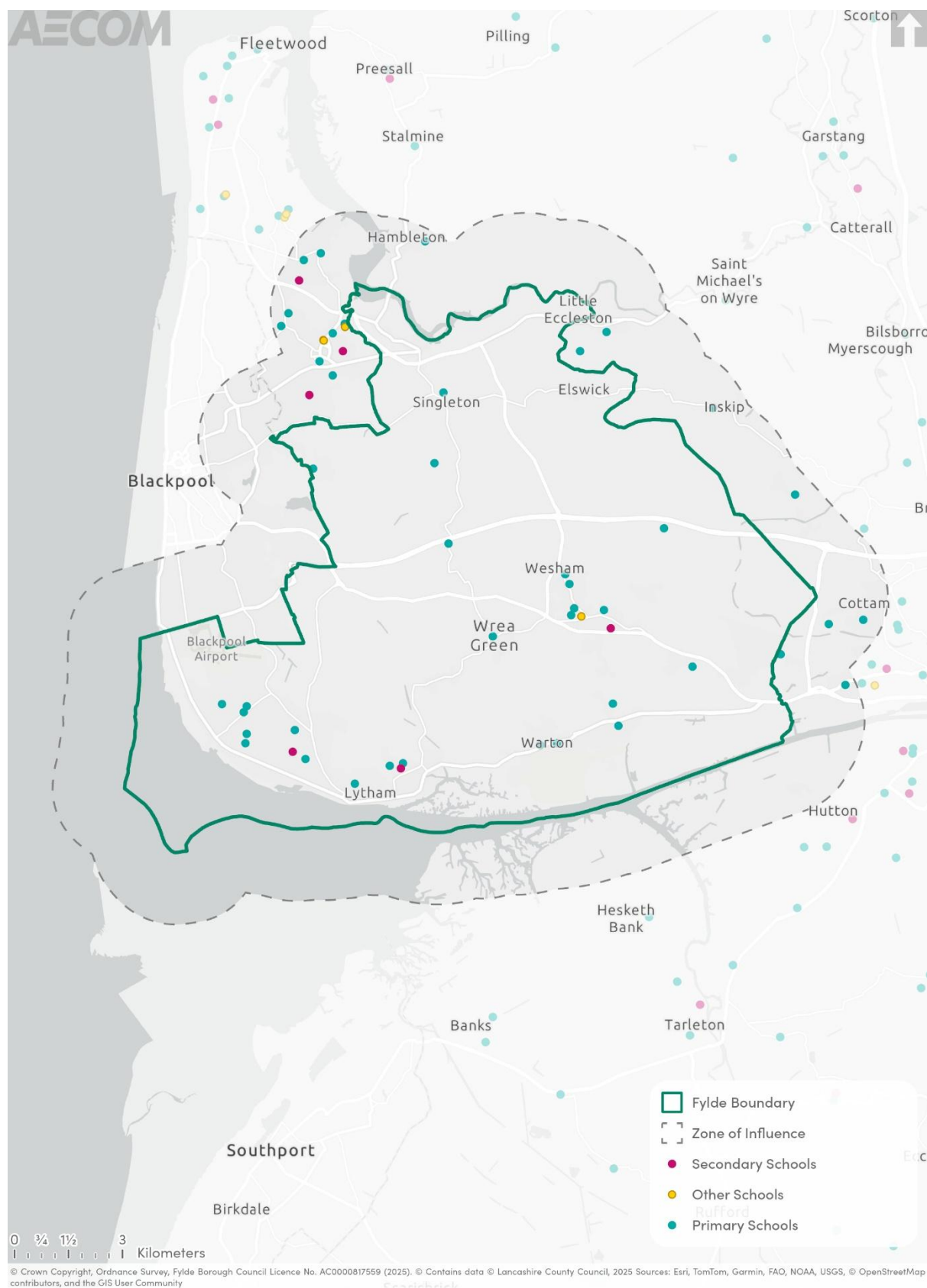
<sup>86</sup> ONS (2021) [Census 2021 TS067 Highest level of qualification](#)

<sup>87</sup> Children's Commissioner (2020) [Tackling the disadvantage gap during the Covid-10 crisis](#)

- 9.33 There are 30 schools in the Borough of Fylde (excluding independent schools). This includes 26 primary schools, three secondary schools with one serving sixth-form education, and a special school for children and young people aged 2-19 in Kirkham.
- 9.34 From September 2024, Ofsted has used a four-category rating system for schools. Among the primary schools in the Borough of Fylde assessed under this framework, 15% received an 'outstanding' rating for 'quality of education', above the national figure of 11%.<sup>88</sup> However, only 69% were rated 'good', compared with 77% nationally, as a higher proportion in the borough were assessed to 'require improvement' (15% compared to 11% nationally).
- 9.35 Secondary schools in Fylde fall below the national average. One secondary school is 'good' but the other 'requires improvement', compared to 81% of secondary schools being 'good' or 'outstanding' nationally and 19% are rated 'requires improvement' or worse nationally.
- 9.36 **Figure 9.10** provides a map showing the distribution of schools across the Borough of Fylde. The schools are spread across the region although there is a greater concentration of schools in urban areas around Wesham, Kirkham and the Fylde coast, compared to more rural areas, which is in line with a greater population density in these locations.

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<sup>88</sup> Ofsted (2025) [State-funded schools inspections and outcomes as at 31 August 2025](#)

**Figure 9.10: Figure showing the distribution of schools**

## Road safety

- 9.37 A threat assessment undertaken by Lancashire Constabulary using the Management of Risk in Law Enforcement methodology found that road safety was one of the eleven issues of highest risk across Lancashire.<sup>89</sup>
- 9.38 In 2024, data from the Department for Transport<sup>90</sup> shows that 7,332 million vehicle miles were travelled on road in Lancashire. The number of vehicle miles fell in 2020 largely due to the Covid-19 pandemic and has increased in the following years. The 2024 figure shows vehicle miles have almost returned to pre-pandemic levels (7,342 million miles in 2019).
- 9.39 There were 37 fatalities from road traffic accidents in 2024, which equates to 5.0 fatalities per billion motor vehicle miles. This was slightly higher than the figure for England as a whole (4.7 fatalities per billion vehicle miles). The number of collisions of all severities have reduced since 2022 and are at their lowest since the pandemic.

## Crime

- 9.40 The Index of Multiple Deprivation (2025)<sup>91</sup> crime domain uses the following indicators: recorded violence, recorded domestic burglaries, recorded thefts and the recorded number of criminal damage incidents places. The Borough of Fylde is placed as the 218<sup>th</sup> most deprived local authority with regard to crime (out of 296 local authority areas), which means the area is among the 30% least deprived areas nationally in terms of crime deprivation. This indicates a small relative increase in crime since 2019, when Fylde was the 254<sup>th</sup> most deprived local authority (out of 317 local authority areas), making it one of the 20% least deprived areas in crime deprivation.
- 9.41 **Table 9.2** provides an annual breakdown of crimes recorded in the Borough of Fylde compared with Lancashire, the North West and England. Overall, there are notably less crimes in the borough per 100,000 people (5.9) compared to Lancashire (80.2), the North West (89.8) and England (84.4), the most frequent of which are violence against the person (25.0 per 100,000). The Borough of Fylde has a lower crime rate across all categories.

<sup>89</sup> Lancashire County Council (2025) [Fylde 2025, Strategic Assessment Local Profile](#).

<sup>90</sup> Department for Transport (2024) [Road traffic statistics](#)

<sup>91</sup> MHCLG (2025) [English Indices of Deprivation](#)

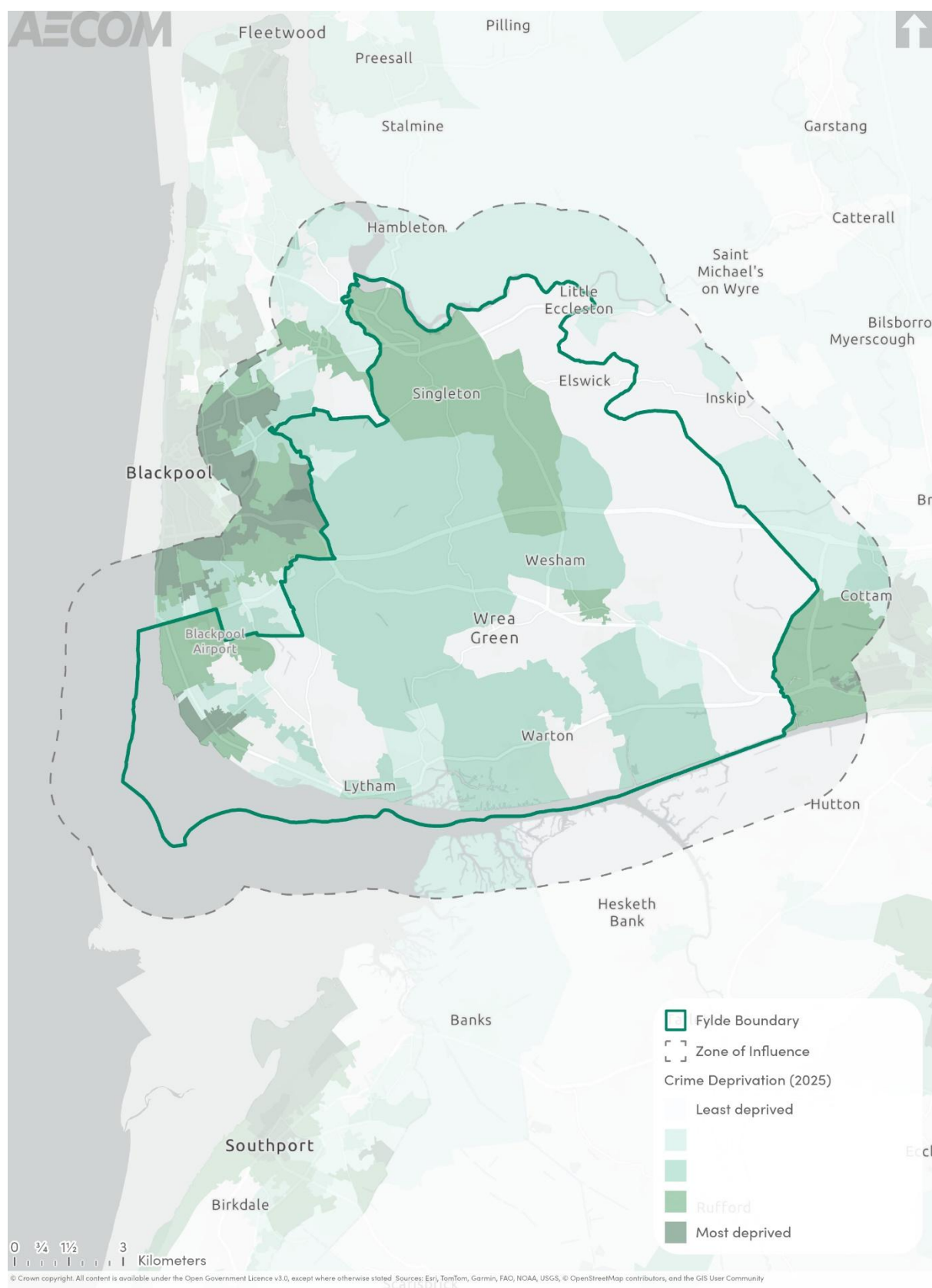
**Table 9.2: Table showing number of crimes across geographies, May 2024 - June 2025<sup>92</sup>**

| Indicator                              | Fylde number | Fylde rate per 100,000 | Lancashire rate per 100,000 | North West rate per 100,000 | England rate per 100,000 |
|----------------------------------------|--------------|------------------------|-----------------------------|-----------------------------|--------------------------|
| Total recorded crime (excluding fraud) | 4,642        | 55.9                   | 80.2                        | 89.8                        | 84.4                     |
| Violence against the person            | 2,072        | 25.0                   | 34.1                        | 37.0                        | 31.1                     |
| Sexual offences                        | 219          | 2.6                    | 3.6                         | 3.7                         | 3.4                      |
| Robbery                                | 16           | 0.2                    | 0.8                         | 1.0                         | 1.3                      |
| Theft offences                         | 1,350        | 16.3                   | 22.4                        | 22.1                        | 27.9                     |
| Criminal damage and arson              | 443          | 5.3                    | 8.2                         | 7.9                         | 7.3                      |
| Drug offences                          | 86           | 1.0                    | 2.4                         | 5.1                         | 3.5                      |
| Possession of weapons offences         | 39           | 0.5                    | 1.0                         | 1.2                         | 0.9                      |
| Public order offences                  | 257          | 3.1                    | 5.0                         | 9.3                         | 7.0                      |

9.42 **Figure 9.11** illustrates the areas of Fylde which are most deprived with regards to crime. There are clusters of high levels of crime deprivation including to the south of Blackpool by the western coast and to the north of the district around Singleton. There are also areas of lower levels of crime deprivation to the north of Lytham and to the east of the borough.

<sup>92</sup> ONS (2025) [Crime in England and Wales: Police Force Area data tables](#)

**Figure 9.11: Areas that are amongst the most deprived in England according to the crime domain of the Indices of Deprivation 2025.**



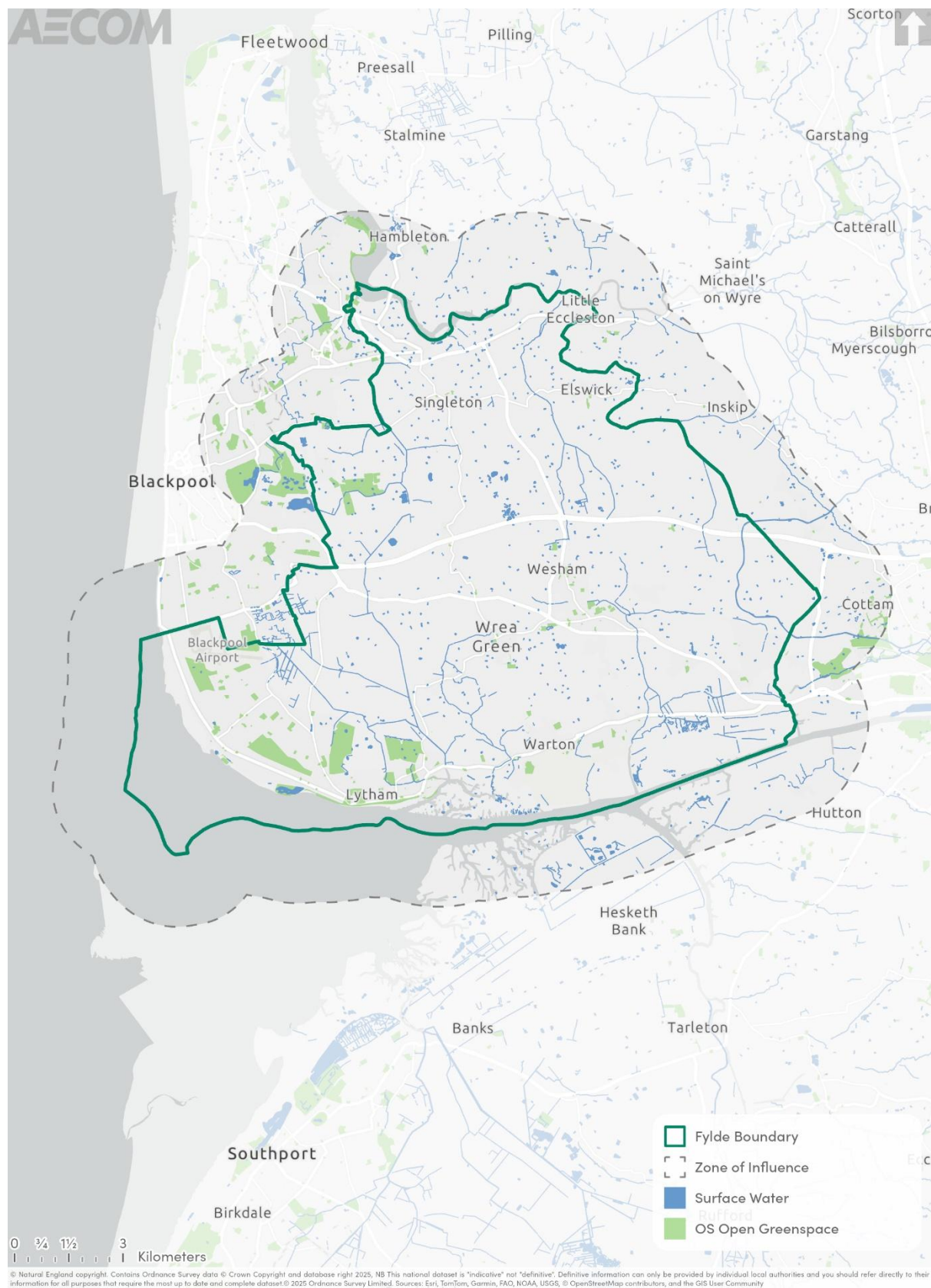
## Green and Blue Infrastructure

- 9.43 Fylde Borough Council's Open space, Sport and Recreation Study: Strategy and Action Plan (SAP)<sup>93</sup> outlines the ten-year vision for the Council and its partners regarding the provision of open spaces within the borough. It has been developed from the findings of research and analysis of the existing open space, sport, and recreational facilities in Fylde including consultations with a variety of local stakeholders.
- 9.44 **Figure 9.12** shows the locations of green space and blue infrastructure across the Borough of Fylde. Overall, the borough has a good provision of parks and amenity greenspaces. In Fylde, there is open space provision (green / natural/semi-natural greenspaces) of 1.04 hectares per 1,000 people and 0.16 hectares per 1,000 people designated as amenity green space.
- 9.45 The SAP suggests, based on consultation with residents, that some rural areas lack sufficient accessible open space. While residents consider parks and gardens in Lytham St Annes to be adequate, significant gaps in provision have been identified in rural locations. Feedback also suggests that, although Public Rights of Way (PRoW) across the borough are generally good quality, improvements to connectivity are needed, with users noting that access is more limited than in neighbouring authorities.
- 9.46 The SAP further notes that parks in the Borough of Fylde have not experienced the decline seen in many other parts of the country. However, it recommends establishing a sustainable investment strategy to prevent future deterioration and ensure parks continue to meet the needs of users, particularly in light of the borough's expected population growth. The report also suggests that greater community engagement and education could help address perceptions that natural greenspaces are not sufficiently accessible.
- 9.47 The SAP also highlights the importance of blue spaces in the Borough of Fylde. These semi-natural sites offer a range of benefits, including opportunities for informal play, social inclusion, and improved health and well-being. However, DEFRA's 2024 water quality results show that two of Fylde's beaches (St Annes and St Annes North) were rated as 'sufficient', the second-lowest of four categories.<sup>94</sup>
- 9.48 Natural England's Accessible Greenspace Standard (AGSt) considers the provision of accessible greenspace in terms of size, proximity, capacity and quality, and promotes access to green and blue spaces within a 15-minute walk from home. The associated Green Infrastructure Map identifies areas with insufficient accessible green infrastructure provision. Analysis of the AGSt in Fylde identifies gaps in accessible green infrastructure provision within the borough, particularly to the south of Warton and within more rural areas.<sup>95</sup>

<sup>93</sup> Fylde Council (2008) [Fylde Borough Council Open Space, Sport and Recreation Study: Strategy and Action Plan](#)

<sup>94</sup> DEFRA (2024) [Swimfo: Find a bathing water](#)

<sup>95</sup> Natural England (no date): [Green Infrastructure Framework](#)

**Figure 9.12: Figure showing green space and blue infrastructure**

## Future baseline summary

9.49 The population of the Borough of Fylde grew at a faster rate than the England average between 2011 and 2021. **Table 9.3** shows that it is expected to grow by 18.2% over the next two decades, which is a notably greater increase than Lancashire (11.9%), the North West (11.0%) and England as a whole (10.8%).

**Table 9.3: Projected population and percentage change across geographies, 2022-2042<sup>96</sup>**

| Year              | 2022       | 2032       | 2042       | 2022-32 % change | 2022-42 % change |
|-------------------|------------|------------|------------|------------------|------------------|
| <b>Fylde</b>      | 82,990     | 91,510     | 98,114     | 10.3%            | 18.2%            |
| <b>Lancashire</b> | 1,253,922  | 1,342,399  | 1,402,521  | 7.1%             | 11.9%            |
| <b>North West</b> | 7,515,718  | 7,992,959  | 8,341,922  | 6.3%             | 11.0%            |
| <b>England</b>    | 57,112,542 | 60,759,847 | 63,261,582 | 6.4%             | 10.8%            |

9.50 Some health indicators, including obesity rates, suggest that young people in the borough have better health outcomes compared to the adult population relative to the rest of England (see **Chapter 11: Equalities** for an age comparison of health). This would suggest a relative improvement in overall health in the Borough of Fylde which could also mitigate the presently high demand on limited healthcare services.

9.51 A proportion of the Borough of Fylde population do not meet the recommended activity levels, particularly children and young people. However, interventions and investment into walking and cycling infrastructure could help increase physical activity levels whilst also enhancing connectivity, with wider benefits for public health.

9.52 Although educational attainment is high, standards of education in the Borough of Fylde schools are slightly below national averages. The effects of the Covid-19 pandemic may have contributed to this, and targeted interventions may be needed to address the lower educational performance of particular schools in the borough and the potential lasting impacts of the pandemic.

9.53 Although data from the IMD shows that the Borough of Fylde is relatively less deprived with regards to crime, the borough has become more deprived since 2019 (moving from the 80<sup>th</sup> to the 74<sup>th</sup> percentile for the most deprived local authority in this domain). There are higher crime levels in specific areas of the borough in the north around Singleton and along the Fylde coast.

<sup>96</sup> ONS (2022) [Subnational population projections for England: 2022-based](#)

9.54 The projected increase in population is likely to increase pressure on green spaces. However, the main issue with green spaces in the Borough of Fylde is their limited accessibility beyond key urban areas. Unless action is taken, a large increase in the population has the potential to result in further reduced access for local residents and a reduction in the associated health and wellbeing benefits.

## Scoping decision

9.55 Based on the key issues, it is proposed that the healthy and safe communities topic should be scoped into the IA. The following objectives and assessment questions, presented in **Table 9.4**, are proposed as part of the IA framework.

**Table 9.4: Proposed objectives and assessment questions**

| IA topic                     | IA objective                                          | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Healthy and safe communities | Improve health and wellbeing of residents             | <ul style="list-style-type: none"> <li>• Reduce the impacts of air and noise pollution on health?</li> <li>• Improve access to active travel (through routes, cycle parking, access to cycles and equipment)?</li> <li>• Encourage physical activity and healthy lifestyles and address health inequalities?</li> <li>• Avoid any negative impacts to the quality and extent of existing recreational/ leisure assets, including cycle routes and formal or informal footpaths?</li> <li>• Tackle key issues with regard to health: smoking, excessive alcohol consumption, poor diet and low physical activity?</li> <li>• Avoid severance between new and existing communities?</li> </ul> |
|                              | Improve levels of educational attainment              | <ul style="list-style-type: none"> <li>• Will proposals address educational inequalities faced by children from more deprived households?</li> <li>• Will there be improvements to address educational gap caused by Covid-19 pandemic?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                              | Protect access to green spaces and leisure facilities | <ul style="list-style-type: none"> <li>• Protect existing and improve the provision of green spaces?</li> <li>• Enhance the provision of, and access to, green and blue infrastructure?</li> <li>• Address deficiencies in green infrastructure access in areas of insufficient provision and amongst residents which face additional barriers to access?</li> </ul>                                                                                                                                                                                                                                                                                                                         |

## Environmental outcomes / indicators

9.56 The following metrics have been identified as relevant indicators for this topic:

- Obesity prevalence in children and adults
- Average life satisfaction ratings
- Neighbourhood crime rate
- Road improvement schemes delivered
- Extensions to active travel networks
- Number of people without access to green / blue infrastructure within 15 minutes' walk from home
- Loss of (or provision of new) green spaces

# 10. Material Assets

## Focus of theme

- Housing
- Town centres
- Employment and economy

## Current baseline summary

### Housing need and land supply

- 10.1 The local housing need for the Borough of Fylde is set out as 7,275 homes in the Local Plan, over the plan period between 2021 and 2032.<sup>97</sup> The 'Options, Issues, Vision and Scope for the new Fylde Local Plan to 2042' document sets out a revised housing need of 7,380 homes for the borough over the plan period 2024 to 2042, equating to 410 homes per year.<sup>98</sup>
- 10.2 As of 1 April 2024, the Borough of Fylde has demonstrated a deliverable supply of housing land that equates to approximately 5.35 years of supply under its adopted Fylde Local Plan to 2032 (incorporating partial review).<sup>99</sup> Over the Local Plan period, FBC has identified sufficient sites, including allowances for small sites and windfall, to supply approximately 8,819 homes.
- 10.3 According to the official HDT 2022 dataset, the Borough of Fylde delivered 1,315 homes between 2019-20 and 2021-22, against a requirement of 755 homes, yielding a score of 174%, a significant over-delivery compared to targets.<sup>100</sup> While a five-year land supply is currently demonstrated, it is reliant on timely delivery of large regeneration schemes, which can be affected by site assembly, viability constraints and infrastructure provision.
- 10.4 There are currently 2,306 applicants on the council housing register in Fylde. A demographic breakdown of active applicants grouped by age of youngest and eldest member on the housing waitlist is shown in **Table 10.1**. This reveals that the highest age group of applicants is 40-54 followed by 70+, suggesting a higher demand from middle-aged households and older households including elderly applicants. Multi-generational households are relatively uncommon on the register.

<sup>97</sup> Fylde Borough Council (2021) [Fylde Local Plan to 2032 \(incorporating Partial Review\)](#)

<sup>98</sup> Fylde Borough Council (2025) [Options, Issues, Vision and Scope for the new Fylde Local Plan to 2042](#)

<sup>99</sup> Fylde Borough Council (2024) [Five Year Housing Land Supply Statement 2024](#)

<sup>100</sup> Ministry of Housing, Communities and Local Government (2023) [Housing Delivery Test 2022 measurement](#)

**Table 10.1: Ages of applicants with an active application, grouped by age of youngest member and eldest member<sup>101</sup>**

| <b>Youngest Member Age ↓ / Eldest Member Age →</b> | <b>16-17</b> | <b>18-21</b> | <b>22-25</b> | <b>26-30</b> | <b>31-35</b> | <b>36-39</b> | <b>40-54</b> | <b>55-59</b> | <b>60-64</b> | <b>65-69</b> | <b>70+</b> | <b>Total</b> |
|----------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|
| <b>16-17</b>                                       | 3            |              |              |              |              |              |              |              |              |              |            | 3            |
| <b>18-21</b>                                       |              | 73           | 7            | 3            | 1            |              | 1            | 2            |              |              |            | 87           |
| <b>22-25</b>                                       |              |              | 127          | 15           | 2            |              | 2            | 1            | 1            |              |            | 148          |
| <b>26-30</b>                                       |              |              |              | 203          | 23           | 8            | 5            | 2            | 1            |              |            | 242          |
| <b>31-35</b>                                       |              |              |              |              | 241          | 26           | 17           |              |              | 1            |            | 285          |
| <b>36-39</b>                                       |              |              |              |              |              | 197          | 35           | 1            | 1            |              |            | 234          |
| <b>40-54</b>                                       |              |              |              |              |              |              | 526          | 12           | 6            | 5            | 8          | 557          |
| <b>55-59</b>                                       |              |              |              |              |              |              |              | 143          | 13           | 5            | 2          | 163          |
| <b>60-64</b>                                       |              |              |              |              |              |              |              |              | 127          | 13           | 12         | 152          |
| <b>65-69</b>                                       |              |              |              |              |              |              |              |              |              | 122          | 25         | 147          |
| <b>70+</b>                                         |              |              |              |              |              |              |              |              |              |              | 340        | 340          |
| <b>Total</b>                                       | 3            | 73           | 134          | 221          | 267          | 231          | 586          | 161          | 149          | 146          | 387        | 2358         |

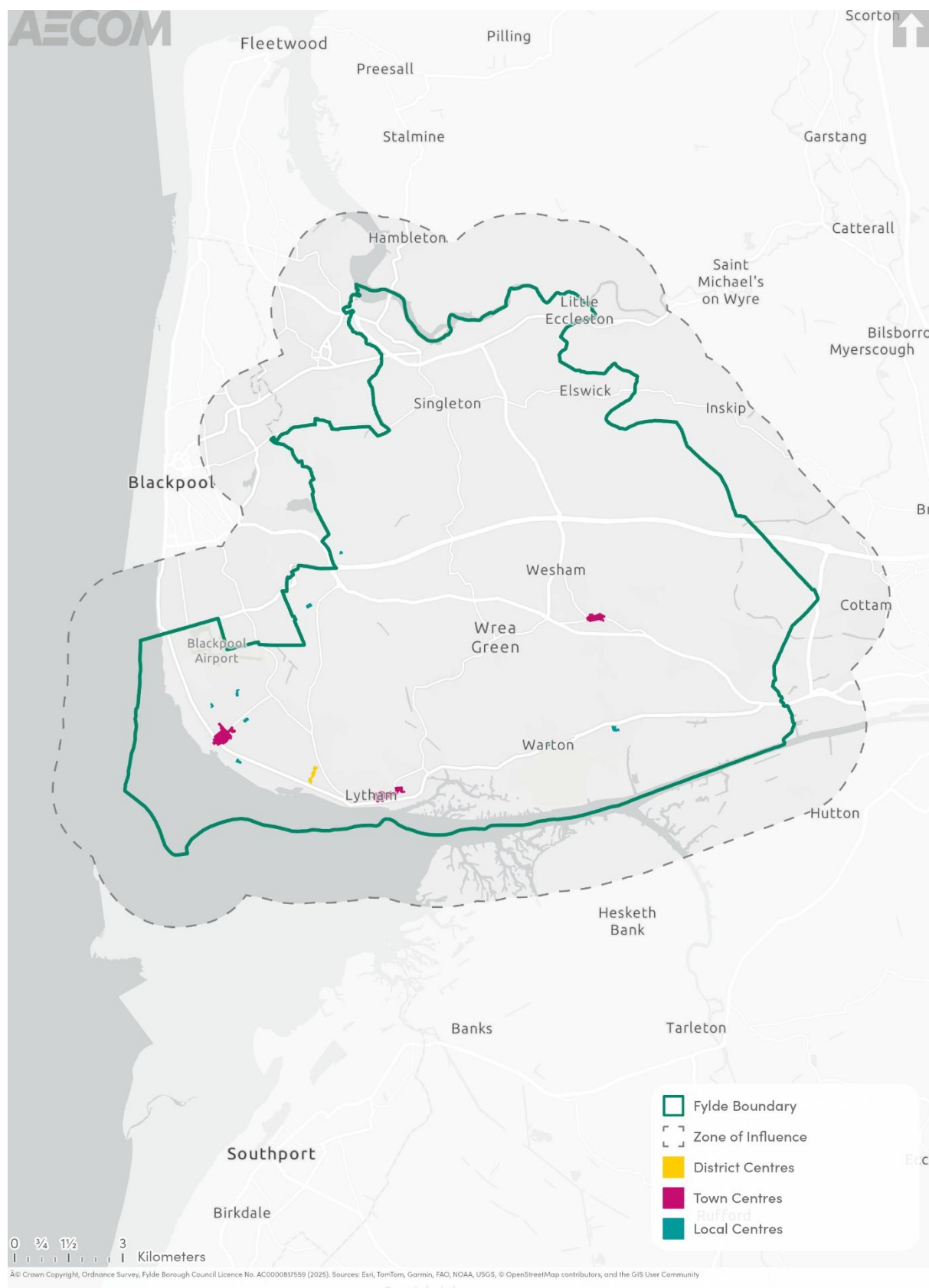
<sup>101</sup> Information provided by Fylde Borough Council in November 2025. The Council has advised that it cannot confirm whether both 'youngest' and 'eldest' age fields are consistently populated where these fall within the same age band. As such, diagonal cells may not fully capture all households where the youngest and eldest members fall within the same age range. The data should therefore be interpreted as indicative rather than definitive.

## Distribution of new housing

- 10.5 The Fylde Local Plan to 2032 (incorporating Partial Review) establishes a spatial strategy that concentrates new housing and mixed-use development in a small number of defined “Strategic Locations for Development” - principally the coastal/town-centre areas of Lytham St Annes; the Fylde-Blackpool Periphery; Warton; and the market town of Kirkham and Wesham. These locations have been identified in the Local Plan as the primary focus for growth because they offer access to existing services, infrastructure, and employment, thereby supporting the creation of sustainable, compact communities.
- 10.6 The Local Plan allocates housing sites through a mix of strategic sites (100+ homes under Policies SL1 - SL5), non-strategic sites (10 - 99 homes), and envisages that small sites (1 - 9 homes) will come forward more opportunistically, allowing flexibility. The emphasis on concentrating development in existing settlements helps reduce pressure to develop greenfield land across the borough, aligning with objectives to protect the environment, make efficient use of infrastructure, and deliver socially cohesive, well-designed communities.

## Town centres

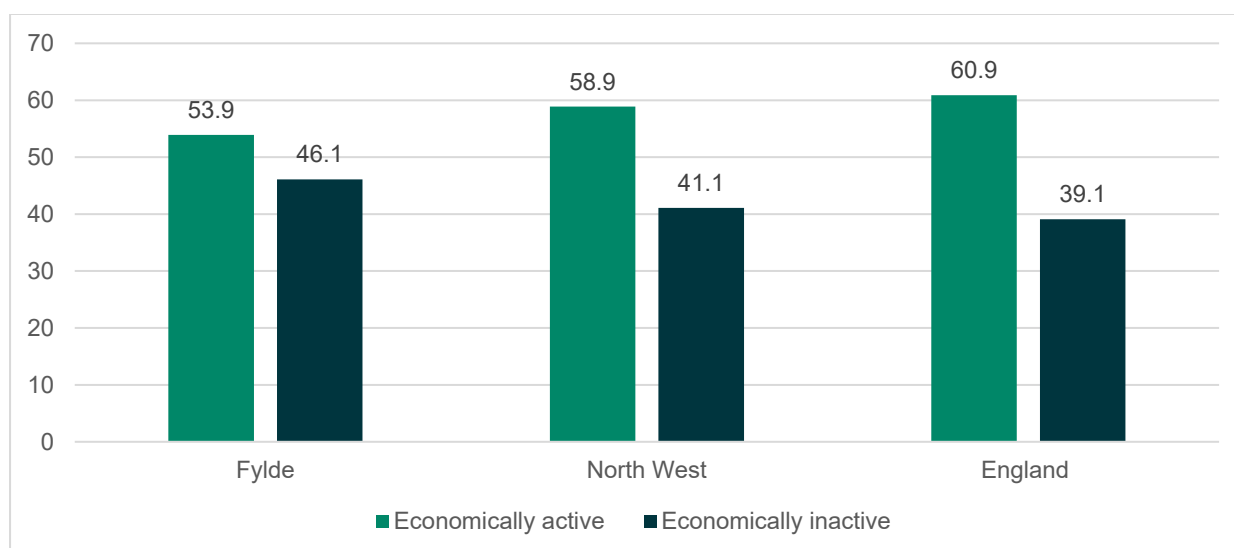
- 10.7 **Figure 10.1** shows the location of local and district centres across the Borough of Fylde. These are located primarily in proximity to the coast, with a higher proportion in the south-west of the borough. Fylde’s principal town centres at Lytham, St Annes and Kirkham form the core of the borough’s retail, service, leisure and visitor economy and are supported by a wider network of district and local centres. The adopted Fylde Local Plan to 2032 defines this centre hierarchy and directs “main town centre uses” to these locations through a town-centre-first approach. Since the adoption of the Local Plan, national trends, including changing retail behaviour, growth in online shopping, and altered patterns of daytime footfall, have continued to affect the performance of town centres across the country, providing important context for the Borough of Fylde’s existing centres.

**Figure 10.1: Figure showing district, town and local centres**

## Employment activity/ unemployment levels

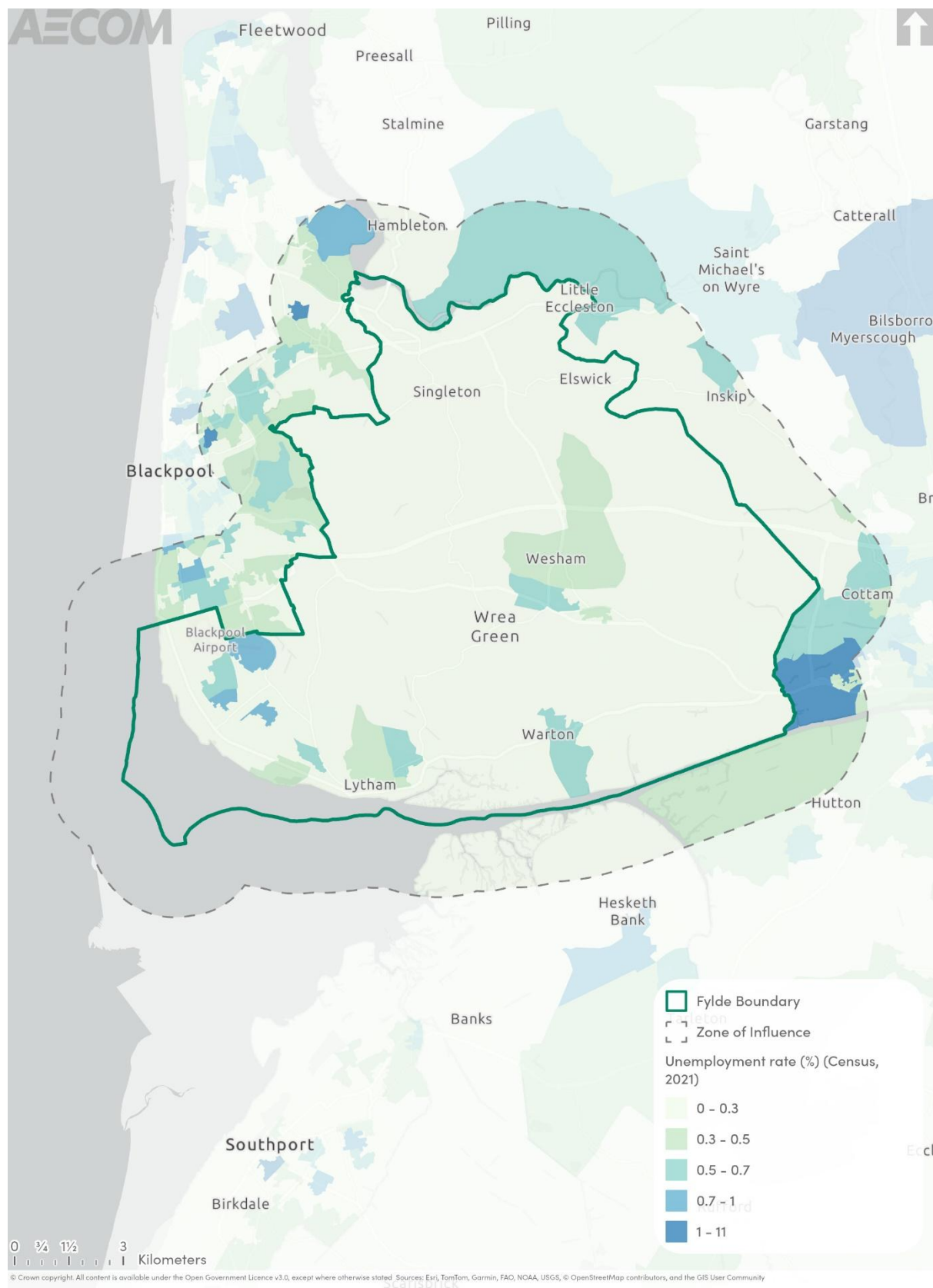
10.8 The Borough of Fylde faces distinct labour market challenges, with economic activity rates notably lower than both regional and national averages. Census 2021 data show that 53.9% of the borough's population is economically active, compared with 58.9% in the North West and 60.9% in England. Therefore, a higher proportion of residents in the Borough of Fylde are economically inactive (46.1%), relative to the region (41.1%) and England (39.1%). This pattern is likely to be strongly influenced by the borough's demographic profile, particularly its older age structure and higher proportion of retired residents, rather than high levels of deprivation (see **Chapter 11: Equalities**). Health factors may also play a role, with long-term illness and age-related conditions potentially limiting participation in the labour market for parts of the population.

**Figure 10.2: Proportion of people who are economically active or inactive across Fylde, the region, and the country (%) (Census, 2021)**



10.9 In the Borough of Fylde the employment rate for people aged 16–64 was 73.0% in the year ending December 2023, representing a decline from 78.9% the previous year. Although this is only marginally below the regional benchmark, the North West employment rate stood at 73.8% in the same period, the drop in the borough's own rate highlights a weakening local labour market. Local labour market data also show that about 27.0% of 16–64-year-olds in the Borough of Fylde were economically inactive in late 2023, above the regional average of 23.3%. These trends may reflect structural demographic characteristics such as a relatively older population, which can depress both employment and activity rates, and may also point to underlying challenges around long-term health, retirement, or limited labour-market engagement.

10.10 In the Borough of Fylde, unemployment levels remain comparatively low. In December 2024, the unemployment rate for people aged 16 and over was 3.0%, below the national average. This equates to a relatively small number of residents. Claimant count data further indicates that 2.8% of the working-age population (1,330 claimants) were claiming unemployment-related benefits in early 2024, which is lower than both regional and national rates. These figures suggest that, despite lower overall economic activity linked to demographic factors, the Borough of Fylde does not experience the same levels of labour-market exclusion or joblessness seen in more urban or deprived areas.

**Figure 10.3: Figure showing the unemployment rate**

## Employment sectors

10.11 In terms of employment structure, **Figure 10.4** shows that the Borough of Fylde's economy is relatively strongly weighted towards higher-skilled occupations. The proportion of residents employed as managers, directors and senior officials (14.6%) is notably higher than both the North West (11.4%) and England (12.9%), while employment in professional occupations (21.5%) and associate professional and technical roles (13.7%) is also above regional and national averages. By contrast, the borough has lower concentrations of elementary occupations, process, plant and machine operatives, and sales and customer service roles than seen across the North West and England, indicating a comparatively smaller share of lower-skilled and industrial employment.

10.12 The Borough of Fylde's current occupational profile reflects its long-term economic transition away from traditional industrial activity towards a more service-oriented and professional labour market. The relatively high proportion of managerial and professional roles suggests the presence of established local businesses, commuting to higher-value employment centres, and a workforce with higher skill levels. Notwithstanding this transition, Fylde retains a larger-than-average manufacturing sector, underpinned by major employers such as BAE Systems at Warton and Westinghouse Springfields at Salwick, alongside food production and consumer products manufacture. While the overall proportion of manufacturing-related and elementary occupations is lower than historic levels, this reflects a shift towards more specialised, high-value manufacturing rather than a complete decline in industrial activity. Overall, the borough's sectoral mix points to a comparatively stable economy with strengths in professional and administrative employment, supported by a concentrated but strategically important manufacturing base.

**Figure 10.4: Figure to show proportion of occupation types in Fylde, North West, and England**



## Employment areas/ centres

10.13 The Borough of Fylde's employment centres reflect a predominantly service-based and professional economy, influenced by its coastal towns, visitor economy and strong links to nearby employment hubs. Lytham and St Annes town centres act as the primary local employment locations, supporting jobs in professional services, retail, hospitality, health and education, alongside a high prevalence of small businesses and self-employment. Employment areas across the borough provide additional office-based and service roles, while the borough's location on the M55 corridor supports significant levels of commuting to major employment centres in Blackpool and Preston, including higher-value roles in health, education and advanced manufacturing.

## Future baseline summary

10.14 The Borough of Fylde is expected to experience modest population and household growth over the plan period, shaped primarily by demographic change rather than large-scale inward migration. An ageing population and smaller household sizes are likely to be the main drivers of future housing demand, increasing the need for a greater supply of smaller, accessible and adaptable homes, alongside family housing to support balanced communities.

10.15 Future housing delivery in the Borough of Fylde is expected to continue to be focused on a combination of strategic greenfield sites and development within existing settlements, reflecting the borough's largely built-out urban areas and limited brownfield capacity. Maintaining a consistent supply of deliverable housing sites will be important to meet identified needs while balancing constraints related to infrastructure capacity, environmental considerations and settlement character.

10.16 Kirkham, Lytham and St Annes town centres are expected to continue evolving as local service and employment hubs, with opportunities for modest mixed-use development that supports residential, leisure and small-scale commercial uses. As with many town centres, ongoing structural changes in retailing may continue to place pressure on some uses, reinforcing the importance of diversification and place-based regeneration to support vitality and viability.

10.17 The Borough of Fylde's economy is anticipated to remain relatively stable, underpinned by professional services, tourism, health, education and a strong small-business base, alongside commuting links to larger employment centres in Blackpool, Preston and the wider Lancashire area. While unemployment is expected to remain comparatively low, lower economic activity rates linked to an older population may persist, highlighting the importance of supporting workforce participation, skills retention and flexible employment opportunities.

10.18 Aligning future housing and employment growth with infrastructure provision, transport connectivity and environmental objectives will be central to the borough's sustainable development. Careful planning will be required to manage growth pressures, support town centre resilience and ensure that new development responds effectively to changing demographic needs while maintaining the borough's distinct character and quality of place.

## Key sustainability issues

10.19 The following key sustainability issues have been identified:

- Housing delivery in the Borough of Fylde has generally remained steady, but future supply is increasingly dependent on the delivery of a limited number of strategic sites, making overall delivery sensitive to infrastructure constraints, viability considerations and market conditions.
- An ageing population and smaller household sizes are driving increased demand for smaller, accessible and adaptable homes, while maintaining a balanced supply of family housing to support workforce retention and community sustainability remains an ongoing challenge.
- Kirkham, Lytham and St Annes town centres face structural changes in retailing, with pressure on traditional retail uses and the need to diversify towards leisure, services and residential uses to maintain long-term vitality and viability.
- Economic inactivity remains relatively high compared with regional and national averages, largely reflecting the borough's older age profile, while ensuring opportunities for younger people and working-age residents to participate fully in the labour market is an important consideration.
- The Borough of Fylde's economy is predominantly service-based and dispersed, with limited local employment land and a reliance on commuting to surrounding employment centres, which may constrain access to higher-paid employment opportunities and increase dependence on transport connectivity.

## Scoping decision

10.20 Based on the key issues, it is proposed that the material assets topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 10.2**, are proposed as part of the IA framework.

**Table 10.2: Proposed objectives and assessment questions**

| IA topic        | IA objective                                       | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Material assets | Promote coordinated land use planning across Fylde | <ul style="list-style-type: none"> <li>• Deliver housing in sustainable locations that are well served by existing infrastructure, services, and amenities?</li> <li>• Make efficient use of land, including prioritising previously developed (brownfield) sites where appropriate?</li> <li>• Support the creation of well-designed, healthy, and safe neighbourhoods with access to green spaces and community facilities?</li> <li>• Contribute to climate resilience and reduced environmental impacts by promoting compact and resource-efficient development patterns?</li> </ul> |

| IA topic | IA objective                                                                                       | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | Promote economic growth and job creation across the sub-region, and improve access to jobs for all | <ul style="list-style-type: none"> <li>• Support inclusive economic growth and help to create and sustain employment opportunities in a diverse range of sectors?</li> <li>• Improve access to jobs, education, and training opportunities, particularly for underrepresented and disadvantaged groups?</li> <li>• Contribute to regeneration and revitalisation of deprived areas and underperforming centres?</li> <li>• Enhance the quality, resilience, and attractiveness of employment areas and the wider borough economy?</li> </ul> |

## Environmental outcomes/ indicators

10.21 The following metrics have been identified as relevant indicators for this topic:

- Average travel time in minutes by sustainable transport means to reach nearest large employment centre (500 + employees) from new housing developments.
- % of people who are economically active.
- Percentage of new developments delivered within the highest brackets of accessibility to sustainable forms of transport.
- Rate change in commuting transport modal choices.

# 11. Equalities

## Focus of theme

- Deprivation
- Groups with protected characteristics and associated equality issues
- Health inequalities
- Education inequalities
- Employment inequalities
- Housing inequalities
- Crime inequalities

## Current baseline summary

11.1 The baseline information below provides an overview of socioeconomic deprivation in the Borough of Fylde and demographic information on protected characteristic groups within the borough.

## Index of Multiple Deprivation

11.2 The Index of Multiple Deprivation 2025 (IMD)<sup>102</sup> is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work but who have low earnings (satisfying the respective means tests).
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those individuals who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.

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<sup>102</sup> English Indices of Deprivation (2025) Available at: [English indices of deprivation 2025: statistical release - GOV.UK](https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025)

- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services, with indicators categorised in two sub-domains.
  - ‘Geographical Barriers’: relating to the physical proximity of local services
  - ‘Wider Barriers’: relating to access to housing, such as affordability.
- **Living Environment:** The quality of the local environment, with indicators categorised in two sub-domains.
  - ‘Indoors Living Environment’ measures the quality of housing.
  - ‘Outdoors Living Environment’ measures air quality and road traffic accidents.

11.3 The IMD 2025 ranks areas in England relative to one another, with lower ranks indicating higher levels of deprivation. A ranking of 1 represents the most deprived area. The IMD 2025 measures relative deprivation across small areas called Lower-layer Super Output Areas (LSOAs). There are 33,755 LSOAs across England, with 51 LSOAs making up the Borough of Fylde.

11.4 **Table 11.1** provides the ranking for the Borough of Fylde for each deprivation domain in 2025. The borough is considered the 188<sup>th</sup> most deprived out of 269 local authority areas by average rank (average level of deprivation across an area, based on the population weighted ranks of all the neighbourhoods within it). Across the deprivation domains, crime deprivation and education, skills and training deprivation are among the least deprived domains, while health deprivation and disability is the most deprived domain.

**Table 11.1: Borough of Fylde ranking out of all English local authority areas for each deprivation domain (2025)**

| Deprivation Domain                        | 2025              |
|-------------------------------------------|-------------------|
| Index of Multiple Deprivation             | 188 <sup>th</sup> |
| Income                                    | 191 <sup>st</sup> |
| Income deprivation affecting children     | 184 <sup>th</sup> |
| Income deprivation affecting older people | 191 <sup>st</sup> |
| Employment                                | 149 <sup>th</sup> |
| Education, skills and training            | 213 <sup>th</sup> |
| Health deprivation and disability         | 109 <sup>th</sup> |
| Crime                                     | 218 <sup>th</sup> |
| Barriers to housing and services          | 215 <sup>th</sup> |
| Living environment                        | 135 <sup>th</sup> |

- 11.5 **Table 11.2** highlights the percentage of LSOAs in the Borough of Fylde that fall within the 30% most and least deprived nationally. In terms of overall IMD, 11.8% of LSOAs fall within the 30% most deprived neighbourhoods nationally while the majority (56.9%) fall within the 30% least deprived neighbourhoods.
- 11.6 The highest percentage of LSOAs that fall within the 30% most deprived are within the living environment domain (23.5%), health deprivation and disability domain (21.6%) and barriers to housing and services (17.6%). While only 5.9% of LSOAs are within the 30% most deprived in England in terms of crime, followed by income at 9.8%.
- 11.7 The sub-domains of income deprivation affecting children and older people reveal low levels of deprivation; the majority of LSOAs fall within the 30% least deprived nationally (56.9% and 58.8% respectively). These low levels of deprivation are reflected in child poverty statistics that reveal the Borough of Fylde has a lower proportion of children living in relative poverty (16.9%) and absolute poverty (12.5%) compared to Lancashire (25.5% and 19.7% respectively) and England.<sup>103</sup>

**Table 11.2: Percentage of LSOAs in the Borough of Fylde that fall within the 30% most and least deprived LSOAs nationally (2025)**

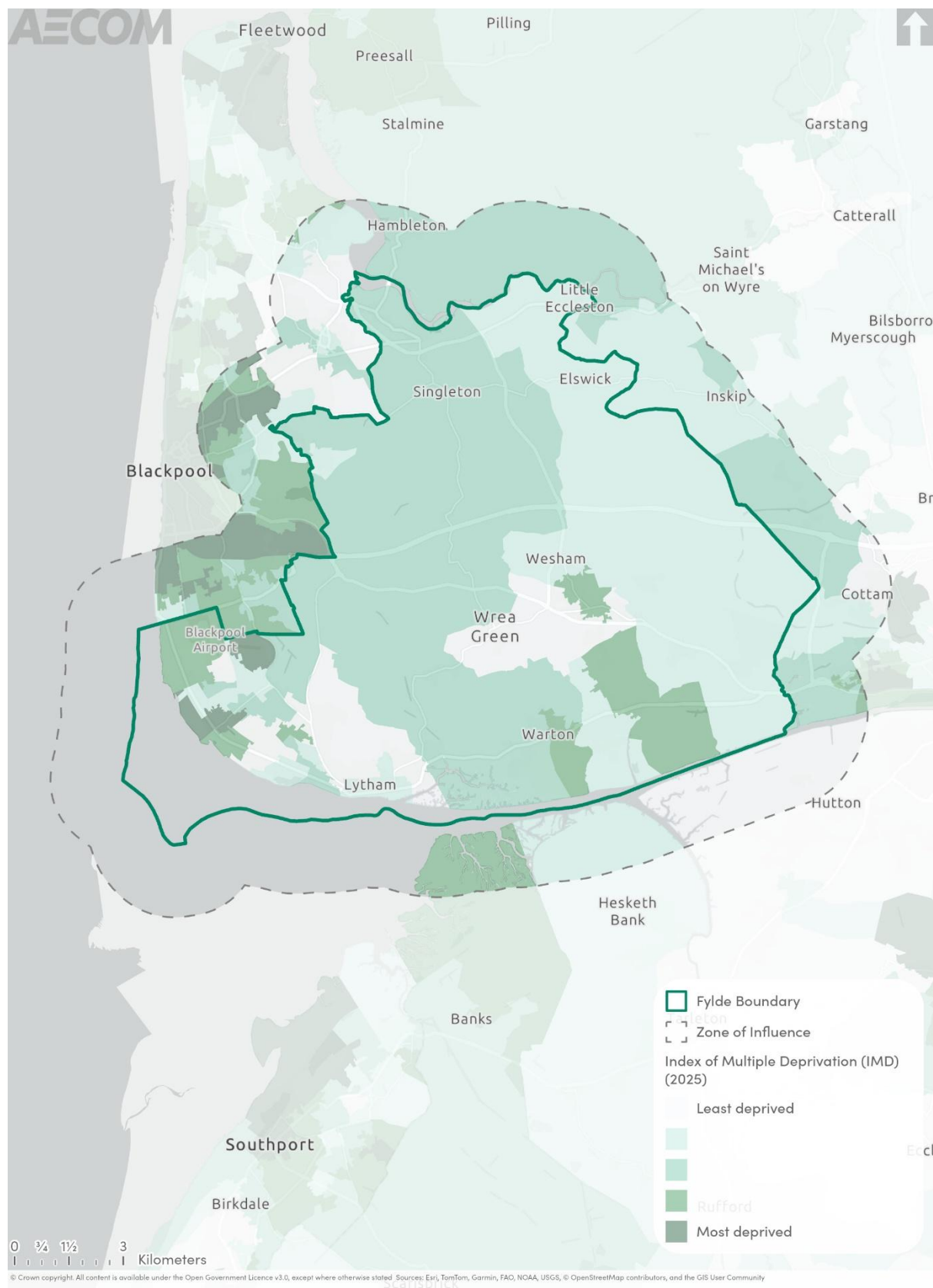
| Deprivation Domain                        | Most deprived<br>30% | Least deprived<br>30% |
|-------------------------------------------|----------------------|-----------------------|
| Index of Multiple Deprivation             | 11.8%                | 56.9%                 |
| Income                                    | 9.8%                 | 52.9%                 |
| Income deprivation affecting children     | 9.8%                 | 56.9%                 |
| Income deprivation affecting older people | 5.9%                 | 58.8%                 |
| Employment                                | 19.6%                | 43.1%                 |
| Education, skills and training            | 11.8%                | 56.9%                 |
| Health deprivation and disability         | 21.6%                | 25.5%                 |
| Crime                                     | 5.9%                 | 54.9%                 |
| Barriers to housing and services          | 17.6%                | 58.8%                 |
| Living environment                        | 23.5%                | 37.3%                 |

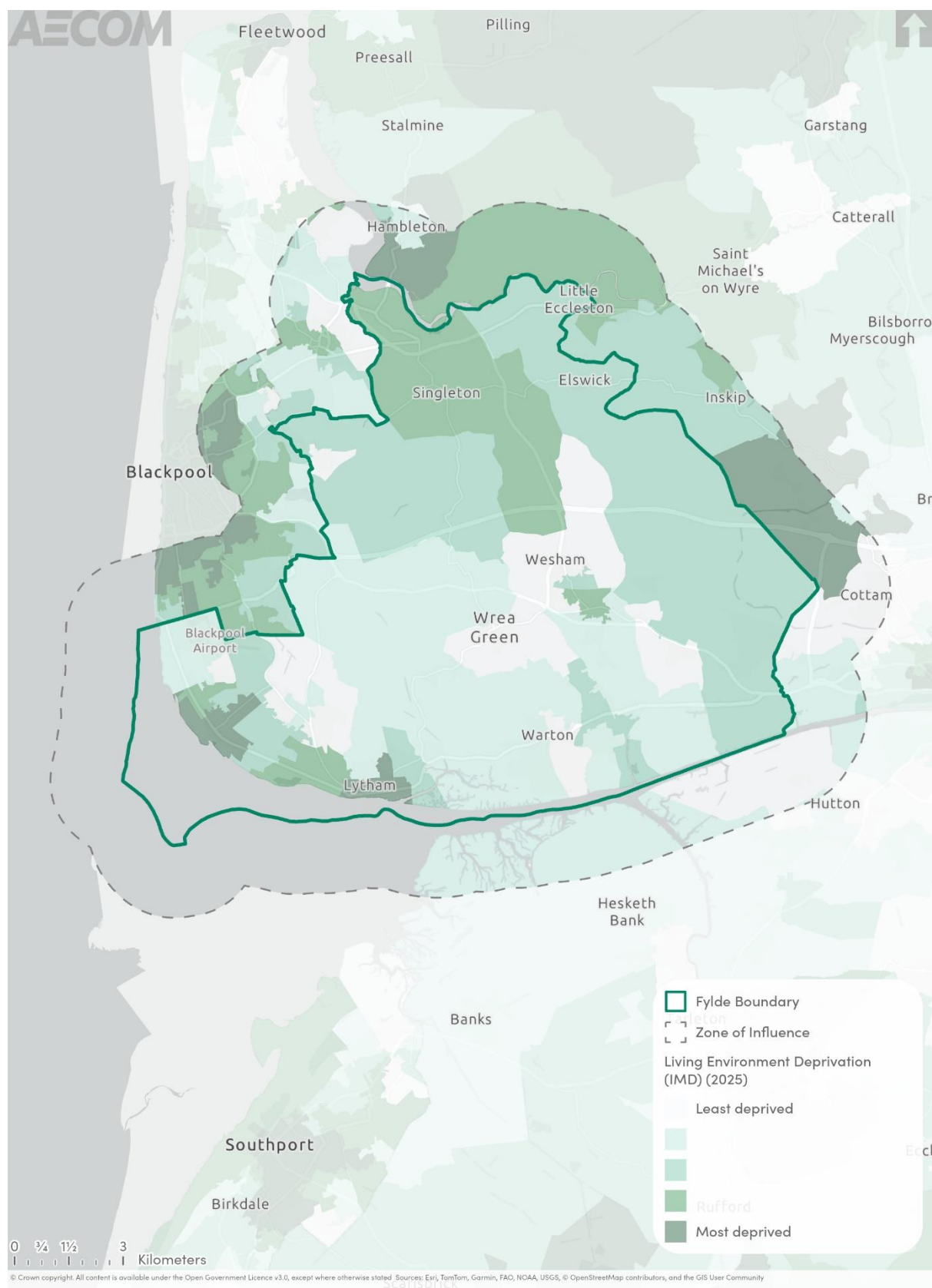
- 11.8 **Figure 11.1** shows the spread of overall IMD rankings across neighbourhoods in the Borough of Fylde. This map illustrates that there are relatively low levels of deprivation across the borough, with more deprived areas located near Blackpool Airport, and the civil parishes of Warton and Freckleton along the southern border.

<sup>103</sup> Lancashire County Council (2024). Fylde Children and Young People Profile. Available at: [fylde.pdf](#) [accessed 13/11/25]

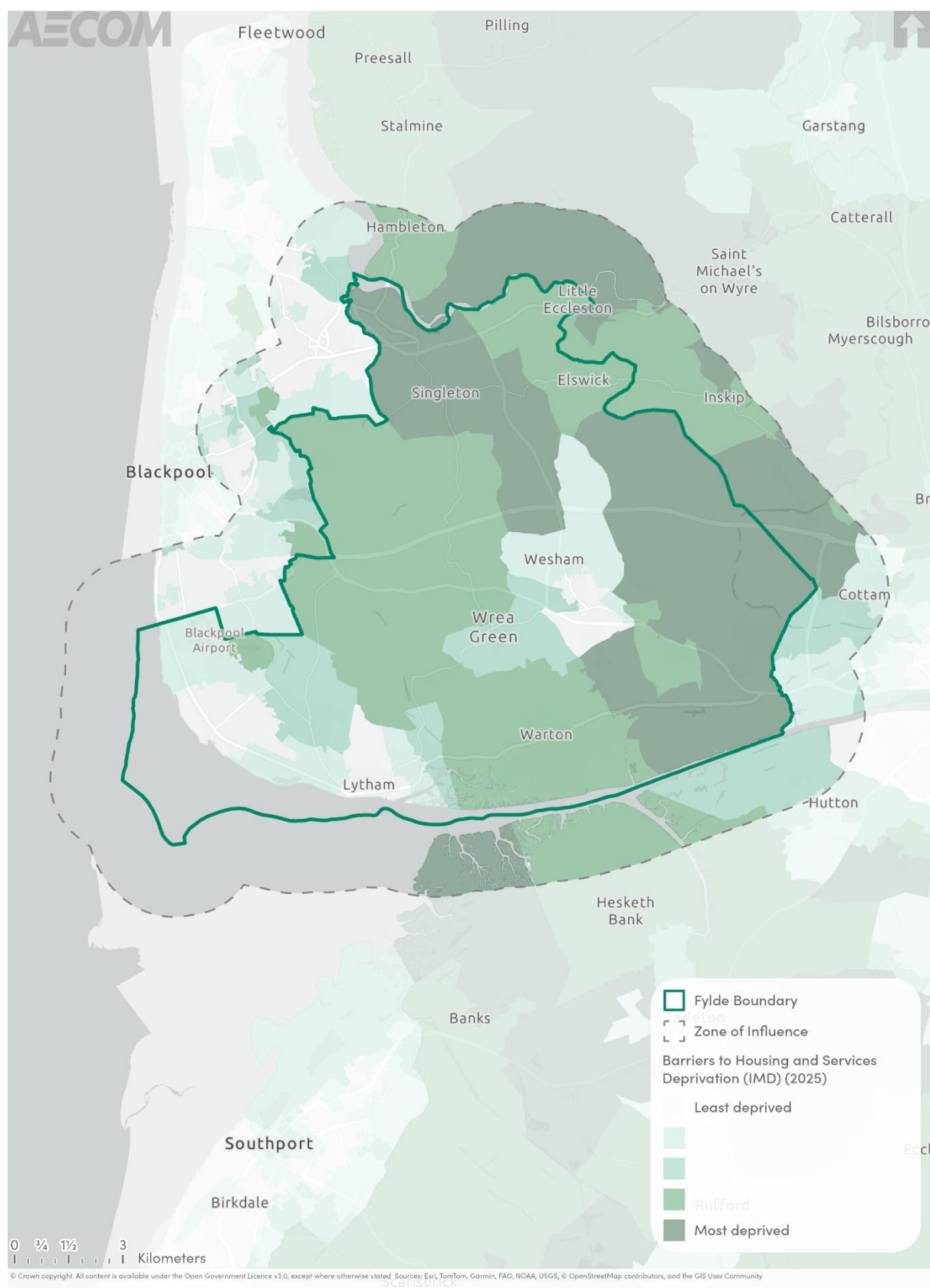
- 11.9 **Figures 11.2 - 11.5** provide maps of deprivation with regard to living environment, barriers to housing and services, income and employment domains.
- 11.10 **Figure 11.2** highlights that areas deprived in terms of living environment are mostly located throughout the coastal towns of Lytham St Annes and Ansdell, as well as the northern villages of Singleton and Little Singleton. The latter LSOA also includes the village of Weeton, which is home to Weeton Barracks.
- 11.11 **Figure 11.3** reveals that the larger more rural LSOAs are most deprived in terms of barriers to housing and services. While the smaller LSOAs along the coastal towns of Lytham St Annes and Ansdell and towns of Wesham and Wrea Green have lower levels of deprivation in this domain. This domain considers indicators such a proximity to local services such as GPs, post offices, and schools. A greater access to these services is more likely in towns across the Borough of Fylde.
- 11.12 **Figures 11.4** indicates that there are low levels of income and employment deprivation across the borough. However, the most deprived areas in terms of income are concentrated around Blackpool Airport and the village of Freckleton. Similarly, **Figure 11.5** reveals that employment deprivation across the borough is generally low; however, notable pockets of higher deprivation are located in areas surrounding Blackpool Airport and the coastal town of St Anne's, as well as other clusters around Warton and Freckleton.

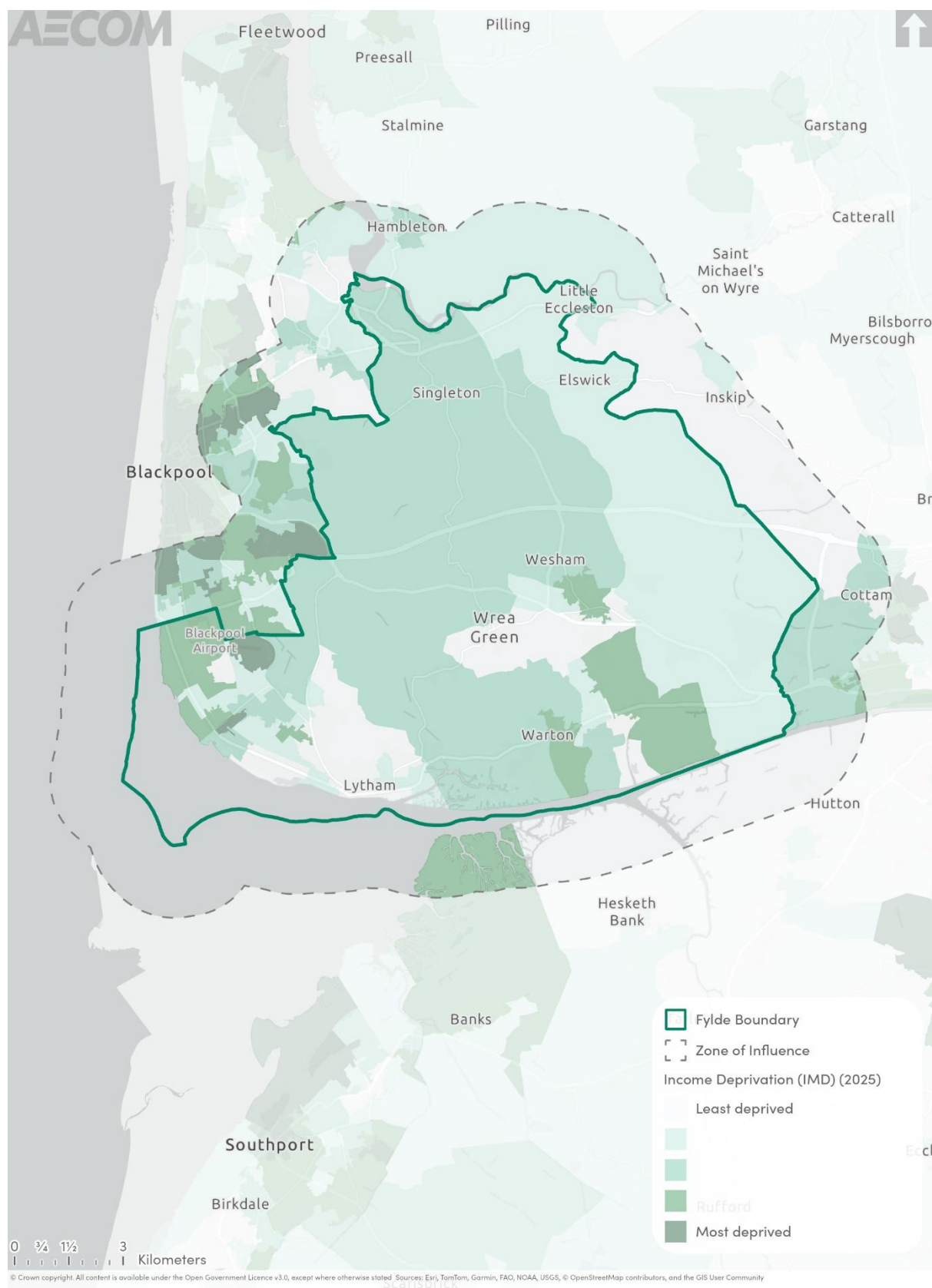
**Figure 11.1: Figure showing overall IMD levels of deprivation**

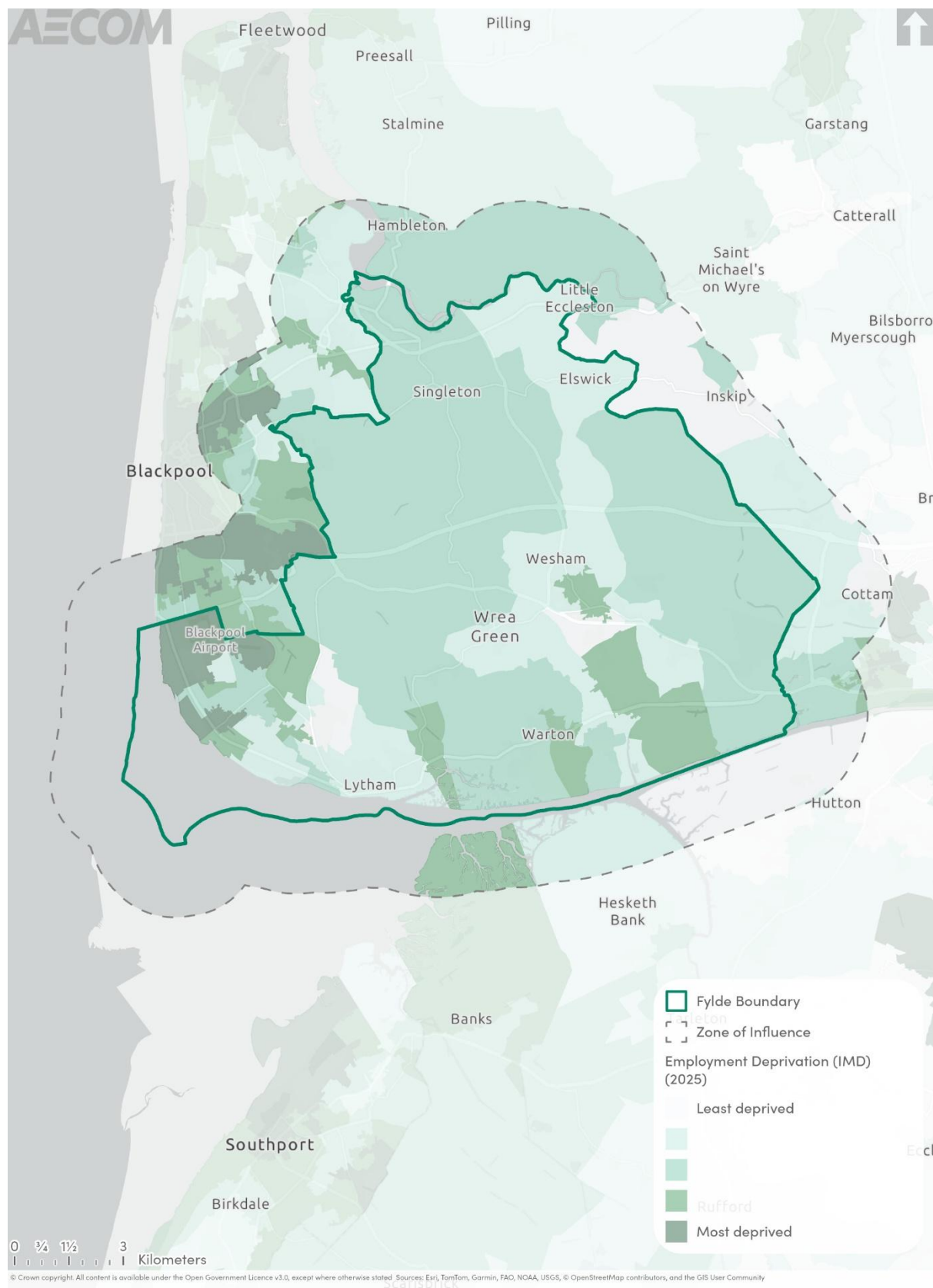


**Figure 11.2: Figure showing barriers to living environment deprivation**

**Figure 11.3: Figure showing barriers to housing and services deprivation**



**Figure 11.4: Figure showing income deprivation**

**Figure 11.5: Figure showing employment deprivation**

11.13 In the context of Lancashire, the Borough of Fylde is the fourth least deprived local authority. **Table 11.3** provides a comparison of the Borough of Fylde with the 11 other local authority districts that make up Lancashire. Burnley is the most deprived local authority district, ranking 4<sup>th</sup> out of all 269 local authorities, compared to Ribble Valley which is the least deprived in Lancashire (273<sup>rd</sup>).

**Table 11.3: Local authority ranks for local authority districts in Lancashire County Council (2025)**

| IMD Rank of average rank |                   |
|--------------------------|-------------------|
| Burnley                  | 4 <sup>th</sup>   |
| Pendle                   | 13 <sup>th</sup>  |
| Hyndburn                 | 16 <sup>th</sup>  |
| Preston                  | 57 <sup>th</sup>  |
| Rossendale               | 60 <sup>th</sup>  |
| Lancaster                | 135 <sup>th</sup> |
| Wyre                     | 150 <sup>th</sup> |
| West Lancashire          | 176 <sup>th</sup> |
| Fylde                    | 188 <sup>th</sup> |
| Chorley                  | 190 <sup>th</sup> |
| South Ribble             | 227 <sup>th</sup> |
| Ribble Valley            | 273 <sup>rd</sup> |

## Demographic baseline

11.14 As defined in the 2010 Equality Act, the protected characteristic groups are as follows:

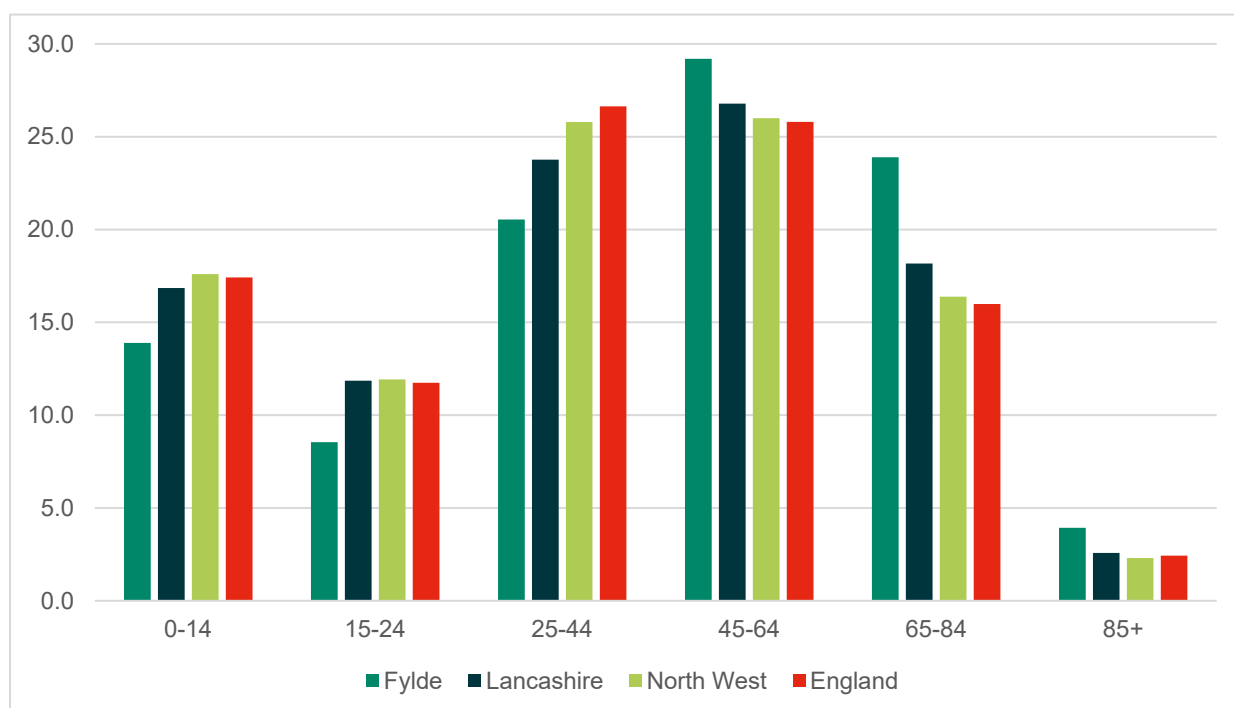
- **Age:** this refers to persons defined by either a particular age or a range of ages. This can include children (aged under 16), young people (aged 16-25), older people or pensioners (i.e. those aged 65+), the elderly/very old (i.e. those aged 85+);
- **Disability:** a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. It can also include people who have progressive conditions such as HIV, cancer, or multiple sclerosis (MS) - even where someone is able to carry out day to day activities;
- **Gender reassignment:** this refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
- **Marriage and civil partnership:** marriage or civil partnership can be between a man and a woman or between two people of the same sex;

- **Pregnancy and maternity:** pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Race:** the Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins;
- **Religion or belief:** religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief;
- **Sex:** this refers to a man or to a woman or a group of people of the same biological sex, while gender refers to the wider social roles and relationships that structure men's and women's, boys' and girls' lives;
- **Sexual orientation:** a person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.

## Age

11.15 **Figure 11.6** provides an age breakdown across the Borough of Fylde, Lancashire, North West and England. The borough has an older population compared to the other geographies, with 27.8% of the population aged 65 and over. This sits above the proportion of elderly people in the wider county area (20.8%), North West and England (18.7% and 18.4% respectively). Consequently, Fylde has a smaller proportion of children aged 0-14 (13.9%) and young people (8.5%) compared to the wider region and national average.

**Figure 11.6: Figure showing age breakdown (%) across geographies, 2021**



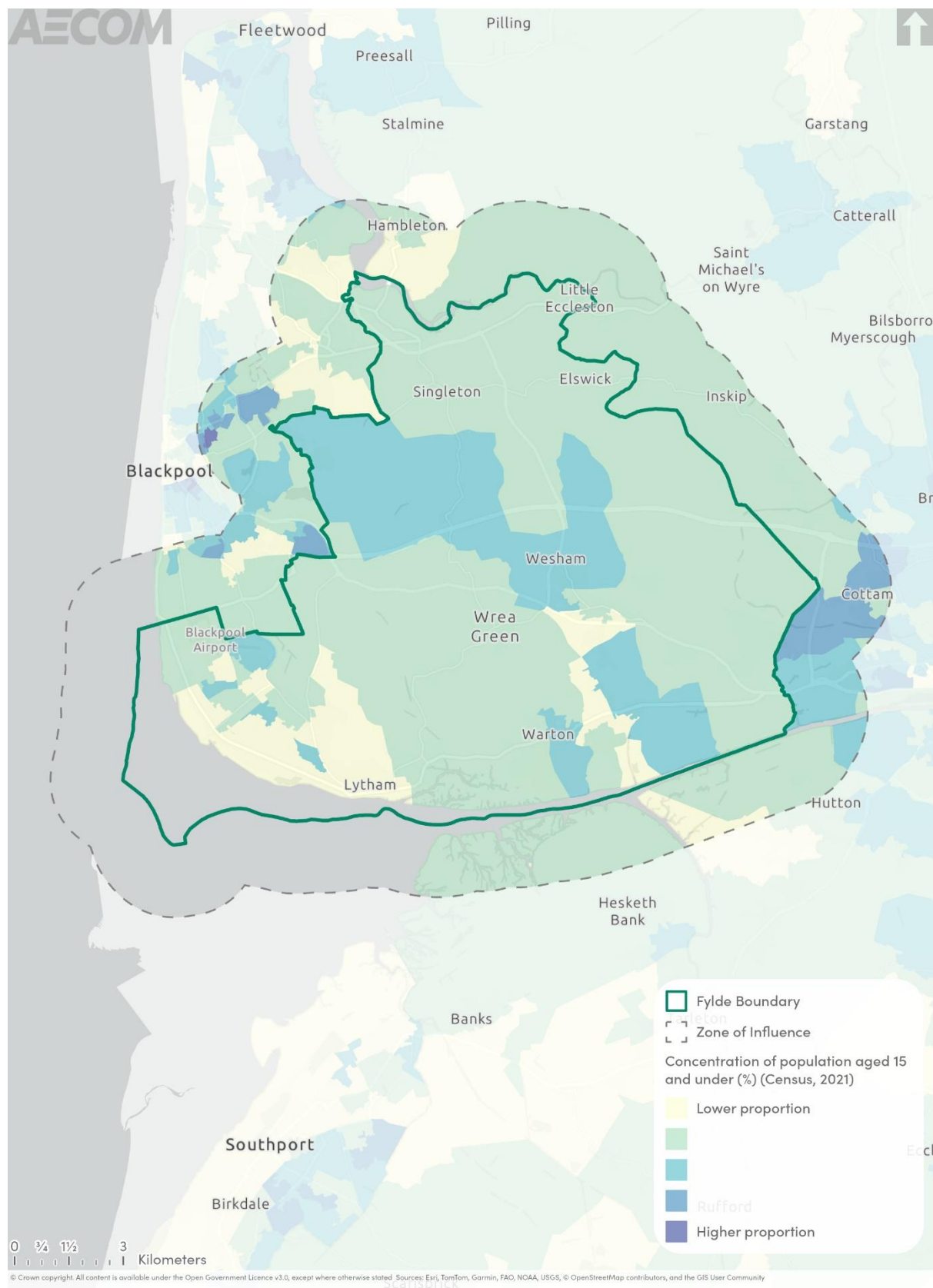
- 11.16 Between the 2011 and 2021 Census results, population change indicates that the Borough of Fylde has an ageing population. The median age has risen by three years to 50 years old, which sits 10 years higher than the median age in England (40 years).<sup>104</sup> Further, the number of people aged 50-64 rose increased by 17.7% since 2011, and those aged 35-49 decreased by 13.6%.
- 11.17 Population projections for the Borough of Fylde highlight the continued ageing of the population, estimating a 113.3% increase in the population aged 80 and over between 2022 and 2047.<sup>105</sup> In contrast, children and young people (aged 0-17) are expected to decrease by 10.5%.
- 11.18 For older people, barriers to accessing appropriate care based on their age is a key issue. Research finds that older people have poorer access to treatments for common health care conditions; social isolation and loneliness is also a key issue for older people.<sup>106</sup>
- 11.19 **Figure 11.7** illustrates the proportion of residents aged 0-15 across the Borough of Fylde. It shows that children make up a relatively small share of the population overall, with the highest concentrations found in the main towns, particularly Wesham and Kirkham, as well as the southern villages of Freckleton and Warton. In contrast, the coastal towns of Lytham St Annes and Ansdell have the largest concentration of older residents, as highlighted in **Figure 11.8**.

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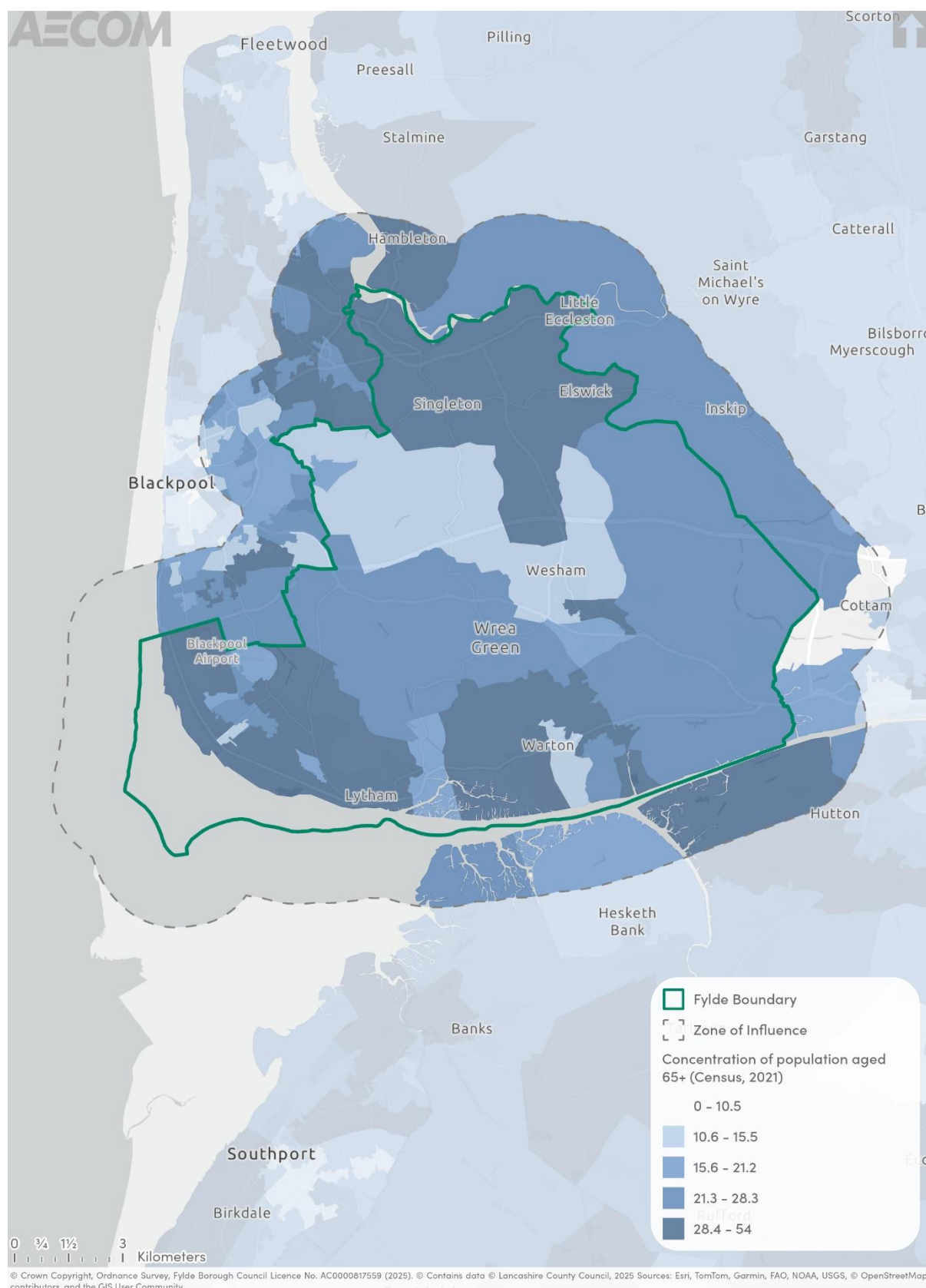
<sup>104</sup> ONS (2023) [How life has changed in Fylde: Census 2021](#)

<sup>105</sup> Lancashire County Council (2025) [Population projections - Lancashire County Council](#)

<sup>106</sup> Age UK (2019) [Improving healthcare, policy position paper](#)

**Figure 11.7: Figure showing the distribution of people aged 15 and under**

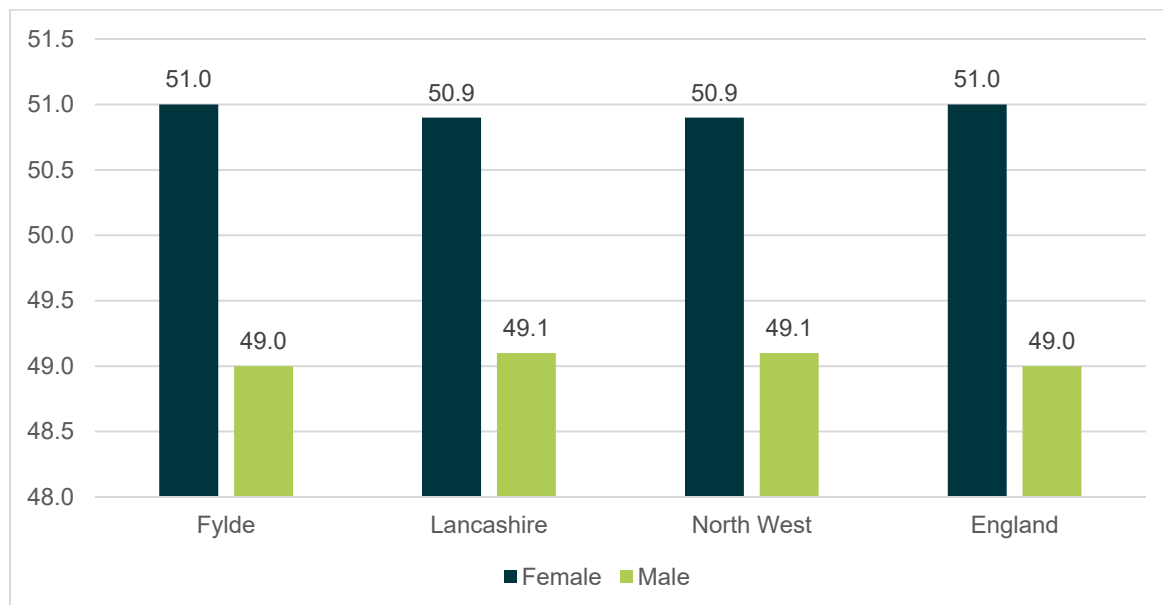
**Figure 11.8: Figure showing the percentage distribution of people aged 65 and above**



## Sex

11.20 **Figure 11.9** shows the distribution of males and females across the four geographies. In the Borough of Fylde, 51.0% of the population are female and 49.0% are male.

**Figure 11.9: Figure showing sex breakdown (%) across the geographies, 2021**



11.21 Evidence from the Office for National Statistics and Health Equity North reveal gendered difference across the North of England, specifically the North West:

- A higher percentage of women (10.3%) in England provide unpaid care compared with 7.6% of men.<sup>107</sup> This figure is higher for women in the North West (11.2%).<sup>108</sup>
- On average women working part-time in the North of England work more hours for less pay than women in the rest of the country.<sup>109</sup>
- Domestic violence is a gendered crime that disproportionately impacts women. In the North West, domestic violence abuse rates are 15 per 1,000 population, sitting higher than the national average of 11 per 1,000.<sup>110</sup>

## Disability

11.22 **Table 11.4** provides a breakdown of the population who have a disability or long-term health condition. The Borough of Fylde has the highest proportion of people with a disability or health condition that limits daily activities 'a lot' or 'a little' (20.4%) compared to the other geographies (19.3% in Lancashire, 19.4% in North West and 14.1% nationally).

11.23 In the North West, the percentage of women with disability or long-term health condition (5.4%) is higher than the national average (4.2%).<sup>111</sup>

<sup>107</sup> ONS (2023) [Unpaid care by age, sex and deprivation, England and Wales: Census 2021](#)

<sup>108</sup> Health Equity North (2024) [Woman of the North: inequality, health and work](#)

<sup>109</sup> Health Equity North (2024) [Woman of the North: inequality, health and work](#)

<sup>110</sup> Health Equity North (2024) [Woman of the North: inequality, health and work](#)

<sup>111</sup> Health Equity North (2024) [Woman of the North: inequality, health and work](#)

**Table 11.4: Disability and long-term health condition breakdown (%) across geographies, 2021**

| Disability                                                                                                                   | Fylde | Lancashire | North West | England |
|------------------------------------------------------------------------------------------------------------------------------|-------|------------|------------|---------|
| Disabled under the Equality Act: Day-to-day activities limited a lot                                                         | 8.8   | 8.5        | 8.9        | 7.3     |
| Disabled under the Equality Act: Day-to-day activities limited a little                                                      | 11.6  | 10.8       | 10.5       | 10.0    |
| Not disabled under Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited | 8.1   | 7.1        | 6.7        | 6.8     |
| Not disabled under Equality Act: No long-term physical or mental health conditions                                           | 71.5  | 73.5       | 73.8       | 75.9    |

11.24 Using age-standardised proportions of disabled people in the Borough of Fylde, the proportion of disabled people whose activities are limited ‘a lot’ and ‘a little’ have decreased since the 2011 Census (1.3 and 0.5 percentage points respectively). As a result, the proportion of residents who are non-disabled has increased.

11.25 Disabled people often face exclusion from economic activity as a result of disabilities or long-term health conditions. The employment rate for non-disabled people is 83% compared to 54% for disabled people.<sup>112</sup>

11.26 Further, disabled people typically face a higher cost of living as a result of their disability, for example the additional cost of assistive equipment, care and therapies. This may include higher energy bills due to reliance on assistive technology that use comparatively more energy.<sup>113</sup> Research estimates that disabled people face an average additional cost of £583 per month, with one in five disabled people facing costs of more than £1,000 per month.<sup>114</sup>

11.27 **Figure 11.10** shows the spatial distribution and concentration of disabled people across the Borough of Fylde, revealing lower proportions in the central areas of Wesham, Ribby and Wrea Green, and higher concentrations along the coastal towns of Lytham St Annes and Ansdell. This likely reflects the area’s older age profile, as Ward profiles show that the proportion of residents aged 50 and over is higher than the national average.<sup>115</sup> The figure also identifies elevated levels of disability in Freckleton, Warton, Hall Cross and Kirkham, where the share of disabled residents exceeds the national average. In Kirkham Ward, 20.6% of residents are disabled under the Equality Act, while in Warton Ward the figure is 19.0%, both higher than the England average of 17.3%.<sup>116</sup>

<sup>112</sup> ONS (2021) [Outcomes for disabled people in the UK](#)

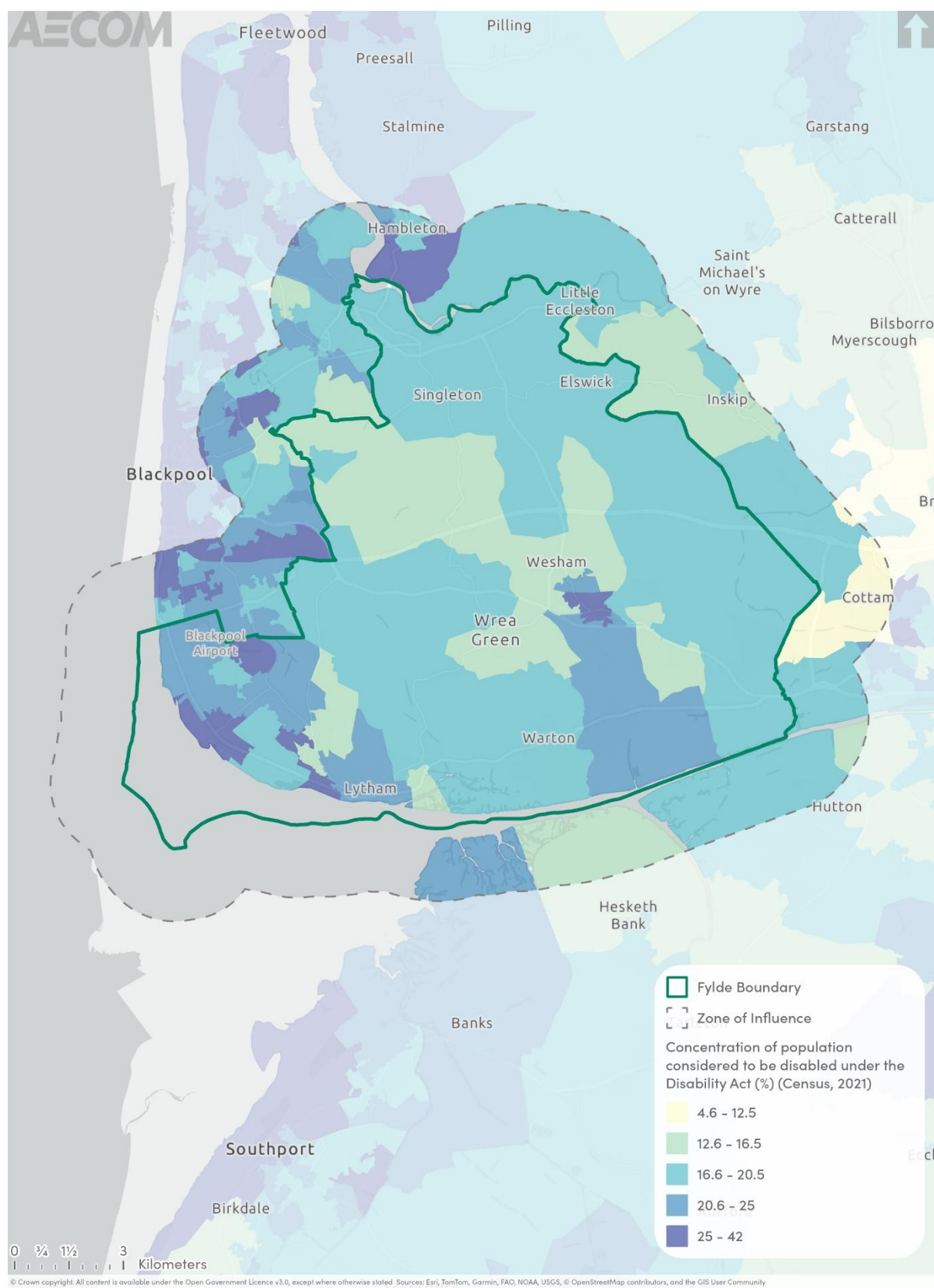
<sup>113</sup> Weston, T. (2022) [House of Lords Library, Cost of living: impact of rising costs on disabled people](#)

<sup>114</sup> SCOPE (2024) [Disability price tag: living with the extra cost of disability](#)

<sup>115</sup> Lancashire County Council (2021) [Ward profiles](#)

<sup>116</sup> Lancashire County Council (2021) [Ward profiles](#)

**Figure 11.10: Figure showing the concentration of people who are considered to be disabled**



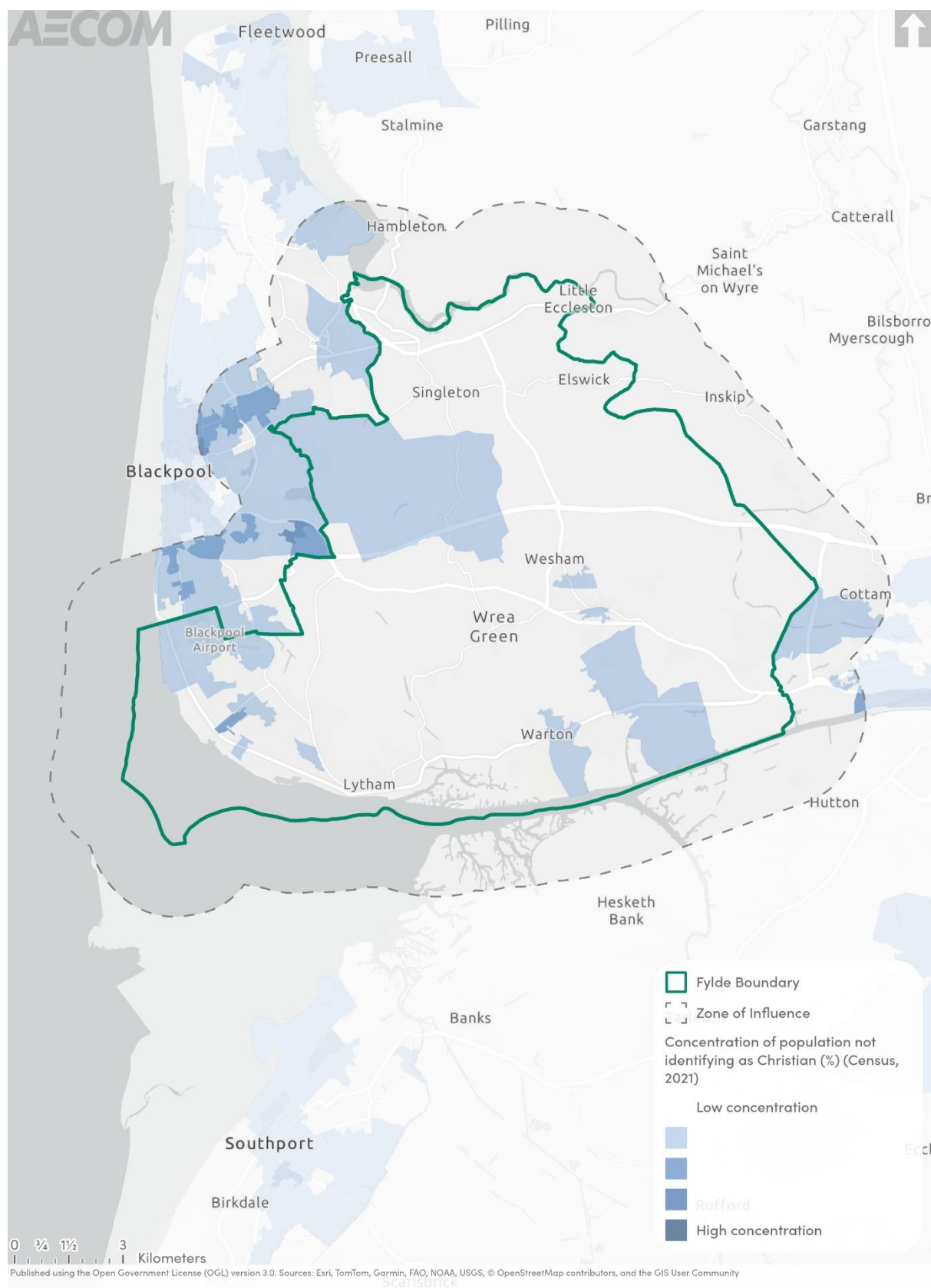
## Religion and belief

11.28 **Table 11.5** provides a breakdown of religious groups, revealing that the Borough of Fylde is the least diverse area. A higher proportion of the population in Fylde are Christian (61.6%), while all other religious groups represent 0.7% of the population or less. In particular, the representation of Muslims is notably lower in the Borough of Fylde (0.7%) compared to all other geographies (6.9% in Lancashire, 7.6% in North West and 6.7% in England). A similar percentage of the county and regional populations have no religion or did not answer.

**Table 11.5: Religion breakdown (%) across geographies, 2021**

| Religion       | Fylde | Lancashire | North West | England |
|----------------|-------|------------|------------|---------|
| No religion    | 31.2  | 31.5       | 32.6       | 36.7    |
| Christian      | 61.6  | 54.7       | 52.5       | 46.3    |
| Buddhist       | 0.3   | 0.3        | 0.3        | 0.5     |
| Hindu          | 0.3   | 0.6        | 0.7        | 1.8     |
| Jewish         | 0.4   | 0.1        | 0.4        | 0.5     |
| Muslim         | 0.7   | 6.9        | 7.6        | 6.7     |
| Sikh           | 0.1   | 0.1        | 0.2        | 0.9     |
| Other religion | 0.4   | 0.4        | 0.4        | 0.6     |
| Not answered   | 5.0   | 5.4        | 5.3        | 6.0     |

11.29 **Figure 11.11** illustrates the lack of religious diversity within the Borough of Fylde. Areas with a higher concentration of the population not identifying as Christian are mostly located along the West and North West border, aligning with other areas of higher concentration in the zone of influence.

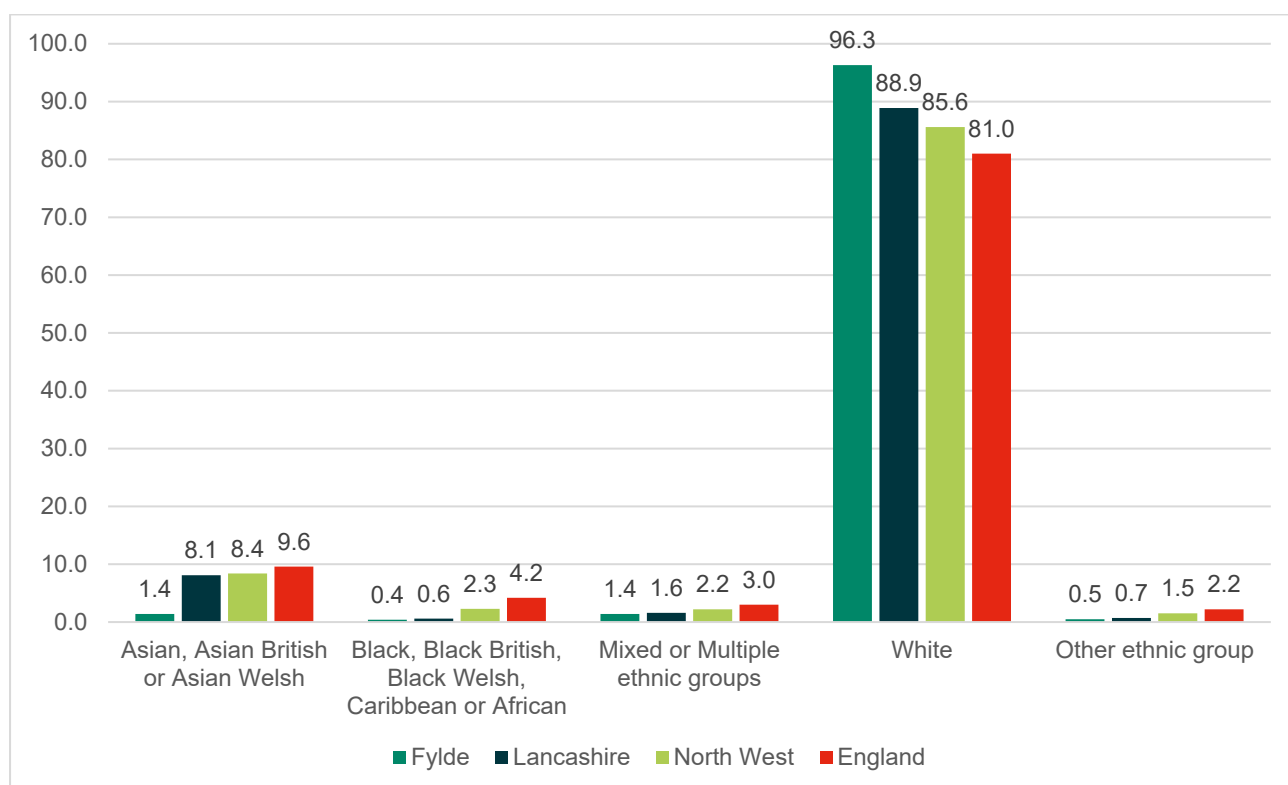
**Figure 11.11: Figure showing the religious distribution of non-Christians**

## Ethnicity

11.30 **Figure 11.12** shows the breakdown of ethnicity. Similar to religion, the Borough of Fylde is the least diverse area with a larger majority White population (96.3%) compared to the other geographies. **Figure 11.13** reflects the low levels of ethnic diversity.

11.31 The Borough of Fylde has the smallest representation of all ethnic minority groups. In particular, the proportion of Asian, Asian British or Asian Welsh residents is notable lower in the Borough of Fylde (1.4%) compared to Lancashire (8.1%), North West (8.4%) and England (9.6%).

**Figure 11.12: Figure showing the ethnic group breakdown (%) across geographies, 2021**

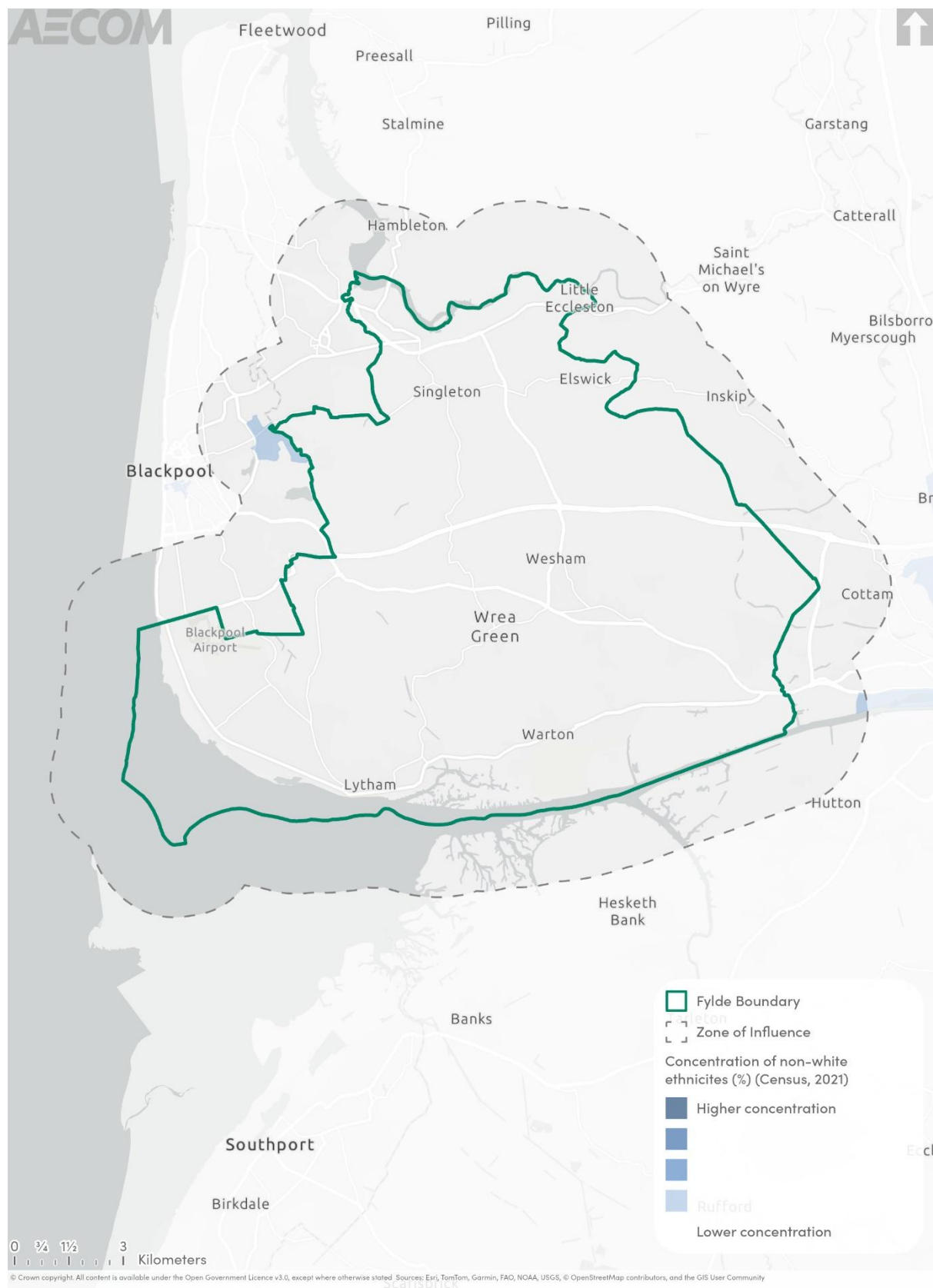


11.32 In line with ethnicity, the majority of the residents in the Borough of Fylde registered their country of birth as England (89.6%), increasing by 4,800 since the 2011 Census, followed by Scotland (2.8%) and Wales (1.0%). The remaining residents were born in Germany and other EU countries.<sup>117</sup>

11.33 Across England, in the year ending March 2024, 7 out of 10 hate crimes were racially motivated. However, the total number of race related hate crimes reduced by 5% compared to the previous year.<sup>118</sup>

<sup>117</sup> ONS (2023) [How life has changed in Fylde: Census 2021](#)

<sup>118</sup> Home Office (2024) [Hate crime, England and Wales, year ending March 2024](#)

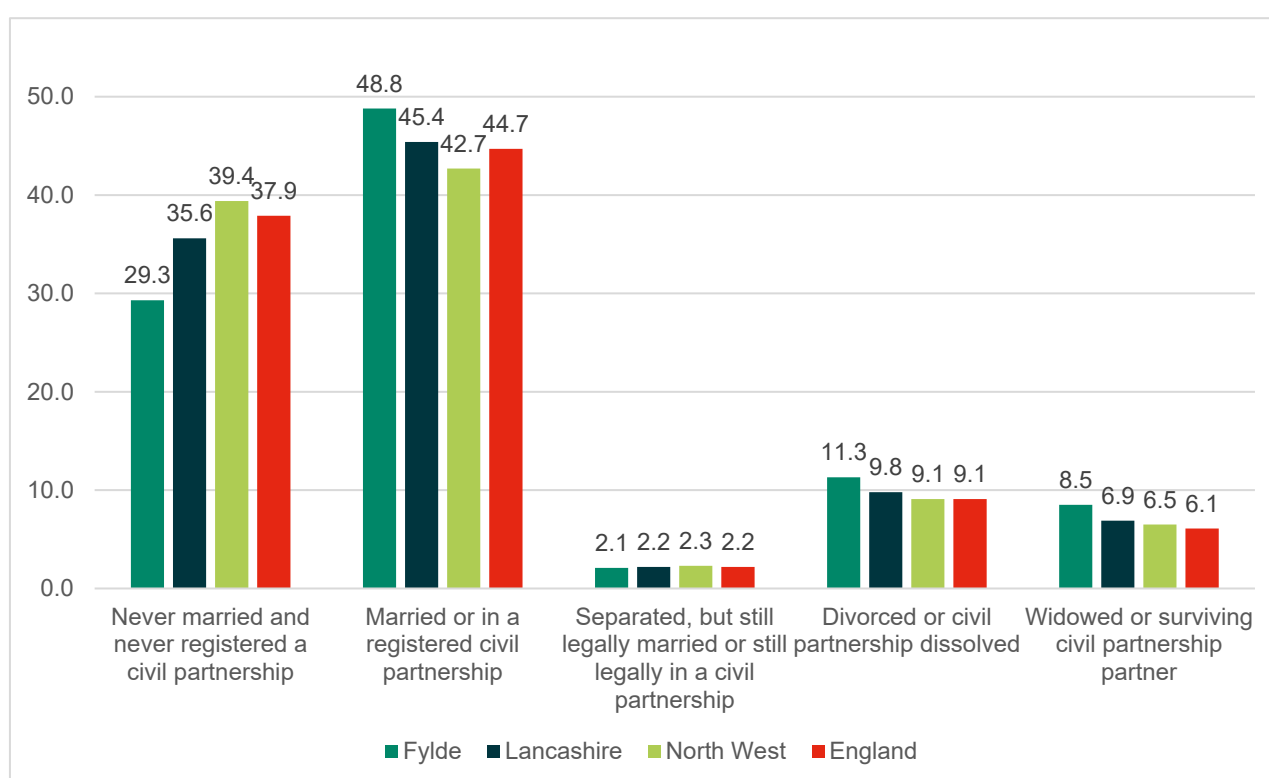
**Figure 11.13: Figure showing concentrations of non-white ethnicities**

## Marriage and civil partnership

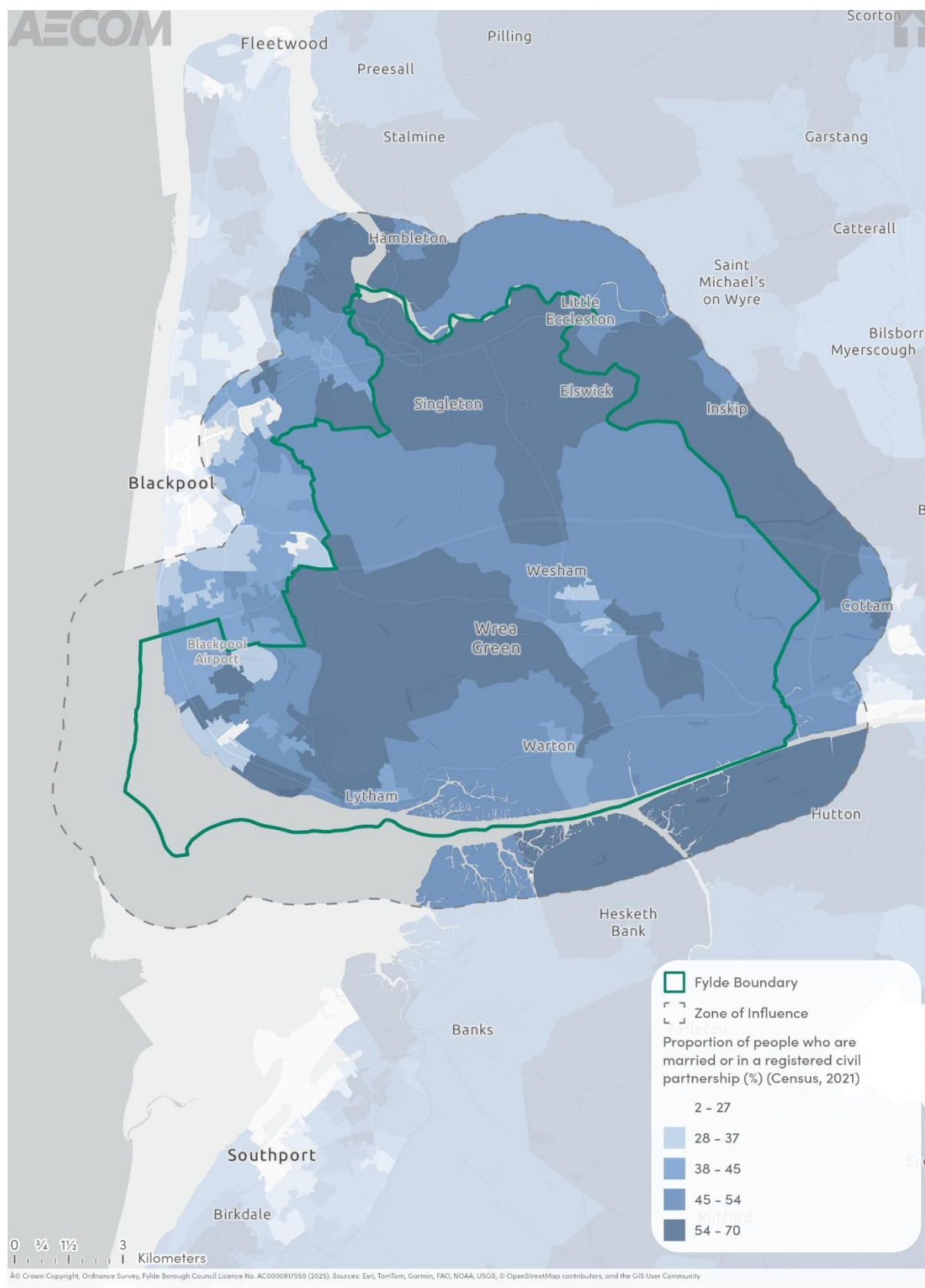
11.34 **Figure 11.14** provides insights on the legal partnership status trends. Overall, the largest proportion of residents across each geography are married or in a registered civil partnership and the smallest proportion are separated. The Borough of Fylde has the lowest percentage of resident that have never been married or in a civil partnership (29.3%) and above average proportions of those married or in a registered civil partnership (48.8%), divorced (11.3%) and widowed (8.5%). This trend is likely explained by the ageing population.

11.35 **Figure 11.15** reflects the high proportion of the borough that are in a marriage or registered civil partnership; while lower proportions are concentrated around the coastal town of St Anne's.

**Figure 11.14: Legal partnership breakdown (%) across geographies, 2021**



**Figure 11.15: Distribution of those that are married or in a civil partnership**

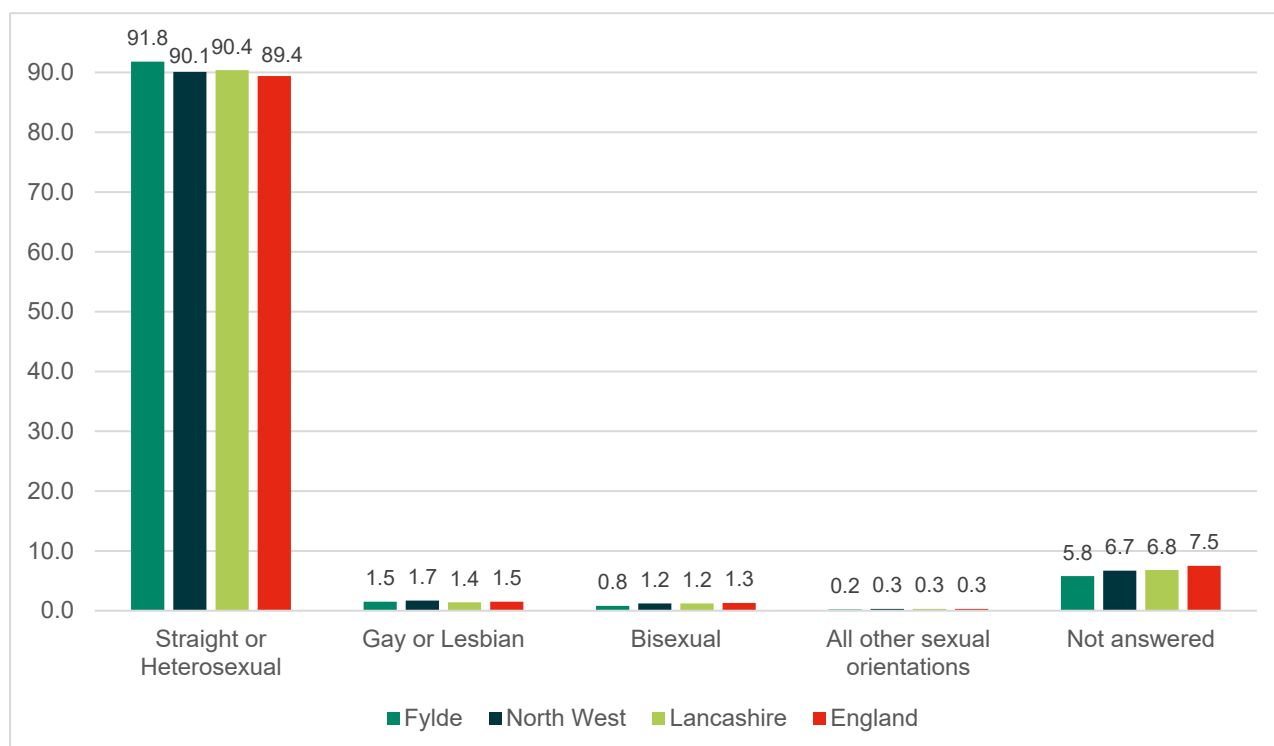


## Sexual Orientation

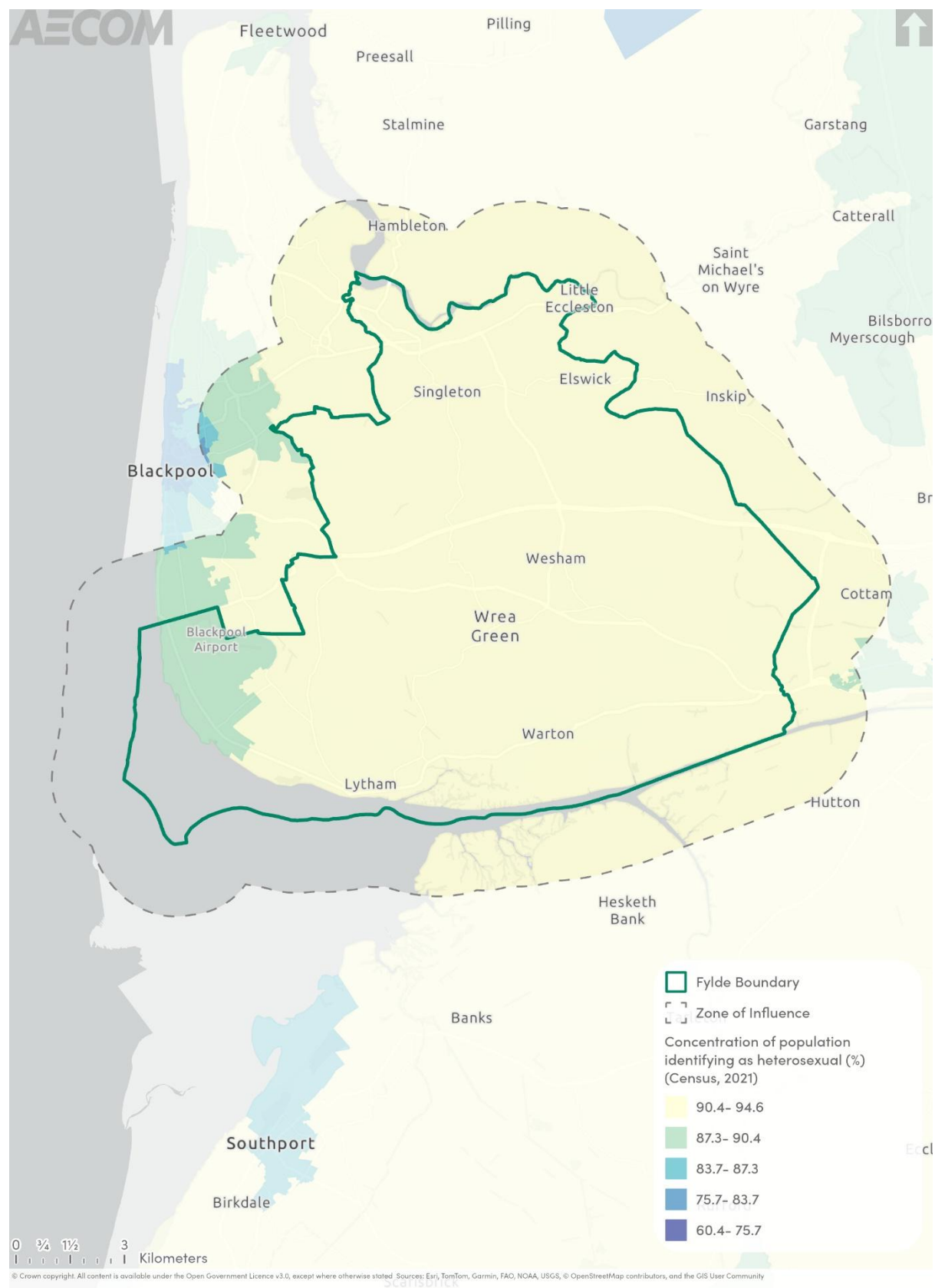
11.36 **Figure 11.16** shows the sexuality across the geographies is largely similar. The Borough of Fylde has a marginally higher proportion of straight or heterosexual residents (91.8%) and the lowest proportions of bisexual (0.8%), other sexual orientation (0.2%) and those that did not answer (5.8%).

11.37 **Figure 11.17** reflects the majority heterosexual population.

**Figure 11.16: Sexuality breakdown (%) across the geographies, 2021**



**Figure 11.17: Figure showing the concentration of people identifying as heterosexual**



## Gender reassignment

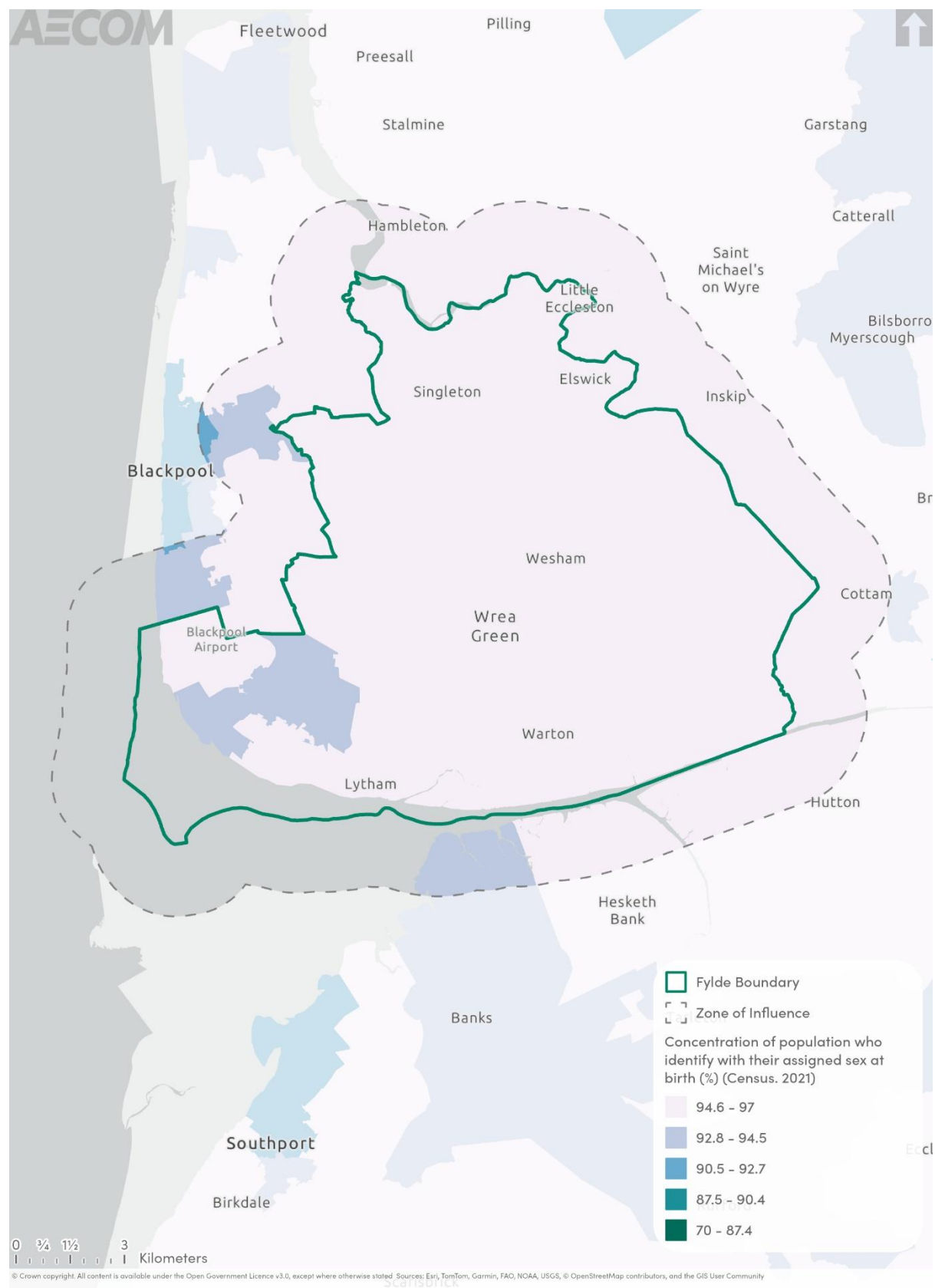
- 11.38 **Table 11.6** suggests that the proportion of gender identities is similar across the geographies. The largest proportion of residents in each area identify with the sex registered at birth, with the Borough of Fylde representing the higher percentage (95.3%). Consequently, the Borough of Fylde has the smallest proportion of residents with other gender identities (0.4%) and those who did not answer (4.3%).
- 11.39 **Figure 11.18** highlights that the marginal proportion who either identify with other genders or did not answer are located in the coastal towns of St Anne's and Lytham St Annes.
- 11.40 This Census question was new and asked: "Is the gender you identify with the same as your sex registered at birth?". In 2023, the Office for National Statistics (ONS) requested that the gender identity estimates from the 2021 Census be reclassified from accredited official statistics to "official statistics in development" because respondents may have misinterpreted the question. The ONS has since published guidance explaining that these figures should be treated as indicative rather than precise, acknowledging uncertainty and limitations in the data.<sup>119</sup>

**Table 11.6: Gender identity breakdown (%) across the geographies, 2021**

| Gender identity                                                                       | Fylde | Lancashire | North West | England |
|---------------------------------------------------------------------------------------|-------|------------|------------|---------|
| Gender identity the same as sex registered at birth                                   | 95.3  | 94.2       | 94.2       | 93.5    |
| Gender identity different from sex registered at birth but no specific identity given | 0.1   | 0.2        | 0.2        | 0.2     |
| Trans woman                                                                           | 0.1   | 0.1        | 0.1        | 0.1     |
| Trans man                                                                             | 0.1   | 0.1        | 0.1        | 0.1     |
| All other gender identities                                                           | 0.1   | 0.1        | 0.1        | 0.1     |
| Not answered                                                                          | 4.3   | 5.3        | 5.4        | 6.0     |

<sup>119</sup> ONS (2023) [Gender identity, England and Wales - Census 2021](#)

**Figure 11.18: Figure showing the concentration of people who identify with their assigned sex at birth**



## Pregnancy and Maternity

11.41 In 2022, the Borough of Fylde recorded 585 live births and a fertility rate of 1.45.<sup>120</sup> This fertility rate is slightly lower than both the North West regional average (1.53) and national average for England (1.49). The Borough of Fylde has had low fertility rates since the 1980's, with deaths exceed live births.<sup>121</sup> The Borough of Fylde had no stillbirths, compared to 4.0 per 1,000 total births in the North West and 3.9 in England.

11.42 Latest data from 2022 shows that the rate of conception in women under 18 is highest in the Borough of Fylde compared to the regional and national averages. In the Borough of Fylde, 17.1 women per 1,000 conceive under 18 years old, compared to 16.8 in the North West and 13.9 in England.<sup>122</sup> Deprivation has been associated with teenage pregnancy, as well as infant mortality and higher risk of poor mental health in Lancashire.<sup>123</sup>

11.43 **Table 11.7** shows the household composition, including split of dependent and non-dependent children, across the geographies. This reveals that the Borough of Fylde has the highest percentage of one-person households aged 66 and over (17.4%) and married or civil partnership couples with no children (12.8%), reflecting the ageing population.

11.44 In contrast, the borough has a lower proportion of lone parent households including those with dependent children (8.6%) compared to the wider county (12.2%), and cohabiting couple households (10.1% and 11.8% respectively).

**Table 11.7: Household composition breakdown (%) across the geographies, Census 2021**

| Household Composition               |                            | Fylde | Lancashire | North West | England |
|-------------------------------------|----------------------------|-------|------------|------------|---------|
| One-person household                | Aged 66 years and over     | 17.4  | 13.3       | 14.1       | 12.8    |
|                                     | Other                      | 16.8  | 18.8       | 17.3       | 17.3    |
| Married or civil partnership couple | No children                | 12.8  | 9.9        | 11.3       | 10.4    |
|                                     | Dependent children         | 11.4  | 13.1       | 13.1       | 14.4    |
|                                     | All children non-dependent | 5.4   | 5.7        | 5.7        | 5.6     |
| Cohabiting couple family            | No children                | 5.7   | 6.1        | 5.9        | 6.3     |
|                                     | Dependent children         | 3.8   | 4.9        | 5.0        | 4.5     |
|                                     | All children non-dependent | 0.6   | 0.8        | 0.8        | 0.7     |
| Lone parent family                  | Dependent children         | 5.2   | 7.7        | 6.8        | 6.9     |
|                                     | All children non-dependent | 3.4   | 4.5        | 3.9        | 4.2     |

<sup>120</sup> Office for National Statistics (2024) [Births in England and Wales: summary tables](#)

<sup>121</sup> Lancashire County Council (2025) [Fylde district](#)

<sup>122</sup> Population Health Monitoring Group (2024) [Births in England and Wales: summary tables](#)

<sup>123</sup> Lancashire County Council (2025). [Teenage pregnancy](#)

## Health inequalities

- 11.45 Further to ‘**Chapter 9: Healthy Communities**’, this section focuses on health inequalities, particularly for the protected characteristic groups. The Public Health England profile for the Borough of Fylde reveals that the health of residents is similar to the national average.<sup>124</sup>
- 11.46 The life expectancy in the Borough of Fylde has been steadily increasing since the 1990’s.<sup>125</sup> In 2023, the life expectancy for men was 79.8 years in the Borough of Fylde compared to 79.3 in England.<sup>126</sup> Similarly, the female life expectancy in the Borough of Fylde is 83 years compared to 83.2 years nationally. These life expectancies are above the regional average of 77.7 years and 81.7 years respectively.
- 11.47 As the life expectancy in the Borough of Fylde continues to rise and the older population is projected to increase significantly by 2047, demand for health and social care services – as well as financial support such as Attendance Allowance for residents aged 65 and over with physical or mental disabilities – is expected to grow.<sup>127</sup> Expanding community-based support for independent living and promoting preventive health measures and lifestyles could help extend disability-free life expectancy.
- 11.48 There are also inequalities in regard to life expectancy and deprivation. The life expectancy is 11.1 years lower for men and 8.4 years lower for women in the most deprived areas of the borough compared to the least deprived areas.<sup>128</sup>
- 11.49 According to data from 2023/24, children in Year 6 (10–11- year-olds) in the Borough of Fylde have the lowest rate of obesity (18.9%) across Lancashire (22.2%) and is notably lower than the national rate (22.2%).<sup>129</sup>
- 11.50 This data also reveals that the prevalence of adult obesity (aged 18 and over) in the Borough of Fylde is higher than Lancashire at 31.8% and 28.5% respectively.<sup>130</sup> These rates are considered statistically significantly higher than the national average (26.5%). The Borough of Fylde has the 2<sup>nd</sup> highest levels of obesity across the Lancashire districts.
- 11.51 In terms of physical activity, 2023/24 data reveals that the same percentage adults (19+ years) are physically active at the borough and national level, at 67.4%.<sup>131</sup> This sits above the regional average of 66.9% and makes Fylde the 6<sup>th</sup> most active of 12 districts in Lancashire.

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<sup>124</sup> Department of Health & Social Care (2025). [Local Authority Health Profiles - Data](#)

<sup>125</sup> Lancashire County Council (2025) [Fylde district](#)

<sup>126</sup> Department of Health & Social Care (2025) [Local Authority Health Profiles: Life expectancy and causes of death](#)

<sup>127</sup> Lancashire County Council (2025) [Fylde district](#)

<sup>128</sup> Lancashire County Council (2025) [Fylde 2025: Strategic Assessment Local Profile](#)

<sup>129</sup> Lancashire County Council (2024) [Healthy weight](#)

<sup>130</sup> Lancashire County Council (2024) [Healthy weight](#)

<sup>131</sup> Lancashire County Council (2024) [Healthy weight](#)

## Education inequalities

11.52 Educational inequalities in the Borough of Fylde relate to children's educational performance. Improving school attendance is important, as consistent attendance increases academic achievement and future opportunities.<sup>132</sup> In 2025/26, the absence rate across Lancashire's state-funded primary, secondary and special schools is 6.1% of pupils (4.3% authorised, 1.8% unauthorised).<sup>133</sup> This attendance is slightly below the national average of 94.1%, though unauthorised absences are marginally lower than England's 2.0%. These figures rely on schools submitting absence reports and should be considered indicative.

11.53 The Attainment 8 score is a key indicator of educational performance, measuring the average achievement of pupils across government-approved GCSE subjects.<sup>134</sup> In 2023/24, the Borough of Fylde's average was 44.5, close to the 44.9 average for Lancashire and ranking in the middle quintile nationally.<sup>135</sup> This suggests pupil performance is broadly average compared to other areas in England, neither among the highest achievers nor the lowest.

11.54 Figures for 2023/24 reveal the following educational performance trends at Key Stage 2 across the Borough of Fylde and Lancashire:

- The proportion of pupils (aged 11 years) achieving Key Stage 2 expected levels of reading, writing and mathematics in the Borough of Fylde was 64% - ranking 4<sup>th</sup> highest across Lancashire and sitting above the Lancashire average (60%).<sup>136</sup>
- Lancashire also follows the regional and national pattern of girls performing better than boys in reading, writing and maths at Key Stage 2; 63% of girls achieve expected levels compared to 56% of boys.<sup>137</sup>
- Special Education Needs (SEN) pupils with an Education Health and Care Plan (EHCP) achieving expected standard of reading, writing and mathematics at Key Stage 2 was 7%, sitting slightly lower than the national average of 9%. The proportion of SEN pupils that receive SEN Support without an EHCP that achieve expected standard at Key Stage 2 was 22%, which is also below the national average of 26%.<sup>138</sup>

11.55 Data from Autumn 2025 highlights that 19.7% of primary and secondary school pupils in the Borough of Fylde are eligible for free school meals.<sup>139</sup> The percentage share is higher in secondary schools (22.9% of pupils) than primary schools (17.5% of pupils).

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<sup>132</sup> Lancashire County Council (2024) [Fylde Children and Young People Profile](#)

<sup>133</sup> Department for Education (2025) [Pupil attendance in schools](#)

<sup>134</sup> Department for Education (2025) [Secondary accountability measures: 2025 guidance for maintained secondary schools, academies and free schools](#)

<sup>135</sup> Lancashire County Council (2025) [Fylde district](#)

<sup>136</sup> Lancashire County Council (2025) [Key stage 2](#)

<sup>137</sup> Lancashire County Council (2025) [Key stage 2](#)

<sup>138</sup> Lancashire County Council (2025) [Key stage 2](#)

<sup>139</sup> Data provided by Lancashire County Council.

- 11.56 In terms of school capacity, data from January 2025 reveals that primary schools within the Primary Planning Areas (Freckleton, Warton and Wrea Green; Kirkam; Lytham St Annes; and Singleton and Weeton) have a total capacity for 5,334 pupils. There is surplus capacity of 702 places, with the largest surplus in Lytham St Annes (402 places) and smallest in Singleton and Weeton (31 places). For secondary schools, there is capacity for 3,656 pupils with a capacity surplus of 434 places.
- 11.57 Research shows that across England, White British pupils have some of the worst educational attainment and outcomes compared to all other ethnic groups within secondary school education.<sup>140</sup> Given the high proportion of White British residents in the Borough of Fylde, this trend could be particularly relevant.

## Employment inequalities

- 11.58 **Table 11.8** highlights that employment in the Borough of Fylde (74.8%) is above the regional average, but below average compared to Lancashire and England.<sup>141</sup> Employment in Fylde has fluctuated between a low of 67.2% in 2006 and peak of 85% in 2019; whereas other areas have experienced a steadier increase in employment.<sup>142</sup>
- 11.59 The Borough of Fylde has a lower percentage of unemployed (2.8%) compared to the other geographies. The table shows that the Borough of Fylde and North West region have the highest proportions of economically inactive residents (22.7%), compared with England (21.2%) and Lancashire (19.7%). Although a detailed breakdown is unavailable at borough level, this higher rate likely reflects Fylde's ageing population, including those retired or experiencing long-term sickness.
- 11.60 The Borough of Fylde has a lower proportion of Jobseekers Allowance and Universal Credit claimants among economically active residents aged 16+ (3.3%) compared to all other geographies.<sup>143</sup> In particular, the borough sits 2.3 percentage points lower than the national average of 5.5%.

**Table 11.8: Economic activity breakdown (%) across the geographies, 2024/25**

| Economic activity     |               | Fylde | Lancashire | North West | England |
|-----------------------|---------------|-------|------------|------------|---------|
| Economically active   | In employment | 74.8  | 77.5       | 74.1       | 75.5    |
|                       | Unemployed    | 2.8   | 3.3        | 4.0        | 4.1     |
| Economically inactive |               | 22.7  | 19.7       | 22.7       | 21.2    |

<sup>140</sup> Education Policy Institute (2024) [Annual Report 2024: Foreword & Executive Summary - Education Policy Institute](#)

<sup>141</sup> ONS (2025) [Labour Market Profile - Fylde](#)

<sup>142</sup> ONS (2025) [All people – Economically Active – In Employment – Fylde](#)

<sup>143</sup> ONS (2025) [Claimant Count by sex and age](#)

- 11.61 The Labour Force Survey 2024/25 highlights gender difference in economic participation. In the Borough of Fylde, men account for a slightly higher share of employment (75.4%) than women (74.2%).<sup>144</sup> This gap is wider at the county level, where men are 4.2 percentage points more likely to be employed (79.7%) compared to women (75.4%). In Lancashire, women are also less likely to be self-employment (6.6%) than men (10.4%).<sup>145</sup>
- 11.62 The Borough of Fylde also has a lower proportion of those aged 16-17 years not in education, employment or training (2.8%) compared to Lancashire (3.1%), and is 4<sup>th</sup> lowest across England.<sup>146</sup>
- 11.63 Disabled adults are more likely to experience unemployment than non-disabled adults, especially those from ethnic minority groups.<sup>147</sup> Given the Borough of Fylde's comparatively high proportion of residents with a disability, this is an important area for attention.
- 11.64 Gross weekly pay for full-time workers in the Borough of Fylde (£839.00) exceeds both the regional average (£734.80) and Great Britain (£766.60), reflecting an hourly rate over £2.00 higher.<sup>148</sup> This pattern extends to the gender pay gap: men earn £905.10 per week, £130 more than women (£772.60).

## Housing inequalities

- 11.65 In the Borough of Fylde, social housing options are offered through MyHomeChoice, which provides a single place for residents to find affordable homes across local Housing Associations in Fylde, Blackpool and Wyre Council areas.
- 11.66 In November 2025, Fylde Borough Council identified 2,306 households on the register for rehousing in the Borough of Fylde with MyHomeChoice. This includes 1,664 on the housing register, 137 homeless applicants, 257 applicants awaiting transfer from existing affordable housing. The available breakdown of demographic groups across these applicants indicates:
- Strong need from middle-aged and older households, including elderly applicants.
  - Within the households, 2,381 advise they have a disability. This can include the main applicant and members of the household.
- 11.67 There are a small number of Housing Associations who have affordable housing stock in the Borough of Fylde. These include:
- Auxesia: 59 affordable rented and 15 shared ownership properties;
  - Onward Homes: 15 affordable rented and 23 shared ownership properties;
  - Muir Housing: sheltered accommodation (22 one-bed flats) in St Annes for people aged over 55 years;

<sup>144</sup> ONS (2025) [Labour Market Profile - Fylde](#)

<sup>145</sup> Self-employment figures are not available at the Borough level for 2024/25.

<sup>146</sup> Lancashire County Council (2025) [Not in education, employment or training \(NEET\)](#)

<sup>147</sup> ONS (2024) [Understanding unemployment: What role does ethnicity and disability play?](#)

<sup>148</sup> ONS (2025) [Labour Market Profile: Earnings by place of residents](#)

- Accent North West Housing Association: 12 two-bed houses and 10 e-bed houses available in Wesham; and
  - Abbeyfield Society Ltd: two sheltered housing properties in St Lytham.
- 11.68 Local plans have a requirement to identify housing needs and provision for specific groups, including (but not limited to) families with children, looked-after children, older people (including retirement housing, housing-with-care and care homes), people with disabilities and Travellers.<sup>149</sup>
- 11.69 The latest Housing Needs Survey (2022) explores Older Person Housing for those over the state pension eligible age (65 years). While the existing Local Plan encourages housing provision for elderly people with support needs, it does not consider other types of Older Person Housing:
- A third of all households (33.5%) contain only older people, and a further 9% contain both older and non-older people.
  - The largest proportion of older person households are located in the coastal towns of St Annes (34.5% of households in the area and 36.5% of older person households) and Lytham (40.0% of households in the area and 26.0% of older person households).
  - The majority of households with only older people are owner-occupied with no mortgage (76.3%), followed by 11.4% privately rented.<sup>150</sup>
- 11.70 The Early Accommodation Counsel (2023) outline the proportion of housing with care (often referred to as extra care housing), designed for older people to provide higher levels of care and support needs within self-contained homes and 24/7 care services. Across Lancashire, the representation of housing with care sits below the national average (7 units per 1,000 people aged 75 and over compared to 10 units).<sup>151</sup> In the Borough of Fylde, the prevalence is slightly higher than the regional average, at 9 units per 1,000 people aged 75 and over. Of these, similar proportions comprise of sale/ shared ownership (59) and social/ affordable rent (54).
- 11.71 The Housing Needs Survey also identifies that 9,260 households (23.8%) in the borough have one or more members that have Support Needs<sup>152</sup>:
- Households with physical disabilities (not in a wheelchair) represent the largest share of Support Needs households at 63.1%.
  - The majority of households with Support Needs are located in the coastal towns of St Annes (40.1%) and Lytham (18.9%). This aligns with the largest proportion of elderly person households in the area (34.5% and 40.0% of households respectively).
  - The majority of Support Needs households (50.7%) contain no older people, while 38.3% of Support Needs households contain only older people.

<sup>149</sup> Fylde Council (2025) [Policy Issues: Housing](#)

<sup>150</sup> JG Consulting and CNB Housing (2022) [Fylde Council: Housing Needs Survey](#)

<sup>151</sup> Housing LIN (2023). Evidence base: Estimated need for supported housing and accommodation in Lancashire.

<sup>152</sup> Support Needs consider groups with: physical disability (wheelchair and non-wheelchair users); learning disability or autism; mental health conditions; visual/ hearing impairment; asthmatic/ respiratory problem; other physical disability; and other limiting long-term illnesses.

- 38.6% of Support Needs households are owner-occupied (no mortgage) followed by 28.7% privately rented.
- The majority of Support Needs households are in suitable housing (78.0%) while 22.0% are in unsuitable housing. The Survey also highlighted the needs for a wide range of adaptations and improvements across Support Needs households, including level access shower units, car parking near the front door, handrails, stair lifts and wheelchair access.<sup>153</sup>

11.72 Fylde Borough Council have identified an emerging need of accommodation for looked-after children. The borough has a disproportionate number of looked-after children including those from outside Lancashire. This places pressure on local agencies, so the new Local Plan should consider local needs for this group and planning controls for small units they typically occupy.<sup>154</sup>

11.73 The combined Fylde Blackpool and Wyre Borough Gypsy, Traveller, and Travelling Showperson Accommodation Assessment (2023/24) identifies a need for 15 additional Gypsy and Traveller pitches in the Borough of Fylde.<sup>155</sup> There is the potential for 17–21 pitches to become available through intensification or expansion of existing sites which should be explored by FBC. There is also potential to regularise one unauthorised site with one pitch.

## Crime inequalities

11.74 The Strategic Assessment Local Profile for the Borough of Fylde reveals inequalities within the victim profile as follows:

- A higher percentage of victims of crime were female (54%) than male (46%), where gender details were recorded;
- White British individuals aged 30-44 years were the most prevalent group of victims;
- The large majority of victims (70%) were under the age of 50 years;
- For both men and women, assault with injury and assault without injury was the most common offence recorded;
- Male victims aged 10-44 and female victims aged 10-54 are overrepresented in violent offences; and
- The elderly are less likely to be victims of crime.<sup>156</sup>

<sup>153</sup> JG Consulting and CNB Housing (2022) [Fylde Council: Housing Needs Survey](#)

<sup>154</sup> JG Consulting and CNB Housing (2022) [Fylde Council: Housing Needs Survey](#)

<sup>155</sup> Arc4 (2024) [Fylde Coast Gypsy, Traveller and Travelling Showperson Accommodation Assessment 2023/24](#)

<sup>156</sup> Lancashire County Council (2025) [Fylde 2025: Strategic Assessment Local Profile](#)

## Future baseline summary

- 11.75 The Borough of Fylde has an older population compared to other geographies. The Census data between 2011 and 2021 confirms a continuing ageing trend and projections indicate a 113.3% rise in residents aged 80+ between 2022 and 2047. This demographic shift underscores the needs to plan for the specific needs of a growing older population, including barriers to accessing appropriate care, poorer outcomes for common health conditions and heightened risk of social isolation and loneliness among the older population in the future.
- 11.76 The ageing population and current shortfall in Older Person Housing indicates a growing need for diverse accommodation options, including independent living, sheltered housing, extra care housing, assisted living and residential care homes could increase. The existing Local Plan does not address this issue, presenting an opportunity for the new Local Plan to incorporate provisions for future demand.
- 11.77 The Borough of Fylde has the highest proportion of residents with a disability or health condition that limits daily activities. In the North West, the percentage of women with disabilities or long-term health conditions exceeds the national average. Although the proportion of people whose activities are limited 'a lot' or 'a little' has decreased since the 2011 Census, the ageing population suggests a potential future increase in disability prevalence. This trend could lead to greater exclusion from economic activity and heightened vulnerability to higher living costs.
- 11.78 In 2025, the following domains were ranked most deprived in the Borough of Fylde: living environment, health deprivation and disability and barriers to housing and services. Without intervention, it is possible that the local area could become more deprived in these domains.
- 11.79 Historic fluctuations in employment within the Borough of Fylde create uncertainty around future employment levels. This uncertainty is compounded by demographic factors, including an above average proportion of elderly and disabled residents, which may influence workforce participations, skills availability and economic resilience. These trends could lead to challenges in local labour supply and increase demand for flexible employment models.

## Key issues

- 11.80 The following key sustainability issues have been identified:
- The Borough of Fylde is considered the 188<sup>th</sup> most deprived out of 269 local authority areas by average rank, and the largest proportion of LSOAs fall within the 30% most deprived in terms of living environment (23.5%), health deprivation and disability (21.6%) and barriers to housing and services (17.6%).
  - The borough has the highest proportion of people with a disability or long-term health condition that limits daily activities (20.4%) compared to other geographies; although this has marginally decreased (2.8 percentage points) since the 2011 Census. For this protected characteristic group, exclusion from economic activity and higher cost of living are key areas for consideration.

- The Borough of Fylde has an ageing population. The borough has the largest proportion of residents aged 65 and over (27.8%) across all geographies. Population projections estimate a 113.3% increase in the population aged 80 and over by 2047. For an ageing population, overcoming barriers to accessing care and tackling social isolation and loneliness could be prioritised in the future.
- The borough has a high percentage of one-person households aged 66 and over (17.4%) and married or civil partnership couples with no dependent children (12.8%), while a lower percentage of lone parent households with dependent children (8.6%).
- The largest proportion of residents are married or in a registered civil partnership (48.8%) and above average proportions are divorced and widowed; this trend is also likely explained by the ageing population.
- The Borough of Fylde is less diverse in terms of religion and ethnic groups compared to other geographies, overrepresented by Christians (61.6%) and the White ethnic group (96.3%). The majority of residents are heterosexual (91.8%) and identify with the sex registered at birth (95.3%).
- Health inequalities are further reflective of an ageing population, with the life expectancy steadily increasing and sitting above the regional average (79.8 years for men and 83 years for women). Expanding community-based support for independent living and promoting preventive health measures and lifestyles could help extend disability-free life expectancy.
- Educational performance in the Borough of Fylde is largely in line with expectations; the Attainment 8 scores in the middle quintile nationally and Key Stage 2 performance above the regional average.
- Employment has sharply fluctuated in the Borough of Fylde. The borough has a lower proportion of unemployed (2.8%) and slightly higher proportion of those economically inactive (22.7%) likely reflecting higher rates of those retired or experiencing long-term sickness in line with the ageing population and high percentage of disabled people.
- In terms of housing, as of November 2025, 2,306 households were on the register for rehousing including 2,381 household members with a disability.
- A third of households in the Borough of Fylde comprise only older people, with the largest proportion located in the coastal town of St Annes and Lytham, and the proportion of extra care housing for the elderly population sits above the national average.
- The majority of Support Needs households are households with physical disabilities (not in a wheelchair) (63.1%); the majority of Support Needs households are also located in the coastal towns of St Annes and Lytham.

## Scoping decision

11.81 Based on the key issues, it is proposed that equalities should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 11.9**, are proposed as part of the IA framework.

**Table 11.9: Proposed objectives and assessment questions**

| IA topic   | IA objective                                                                                                                                                            | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Equalities | Promote equality and cater for existing and future residents' needs as well as the needs of all groups in the community including those with protected characteristics. | <ul style="list-style-type: none"><li>• Promote opportunities to foster good relations between protected characteristic groups?</li><li>• Contribute towards addressing health, education and employment inequalities?</li><li>• Maintain or enhance the quality of life for residents?</li><li>• Promote opportunities for deprived households and particular groups, such as disabled people and different ethnic groups?</li><li>• Promote employment and training opportunities for the young adult population?</li><li>• Promote access to transport services for all including those with and without shared protected characteristics?</li><li>• Contribute towards addressing health inequalities for an ageing population and future demand for health and social care services?</li><li>• Support access to appropriate housing and support services for the elderly and disabled population?</li></ul> |

## Environmental outcomes/ indicators

11.82 The following metrics have been identified as relevant indicators for this topic:

- Levels of living environment, health deprivation and disability and barriers to housing and services deprivation (IMD)
- Percentage of population aged 65 and over
- Percentage of population with a long-term health condition or disability whose day-to-day activities are limited
- Neighbourhood hate crime rate

# 12. Transport

## Focus of theme

- Key transport routes, modes and access points
- Active travel
- Road network issues
- Key areas of growth
- Future transport schemes
- Road safety
- Current travel behaviours

## Current baseline summary

### Strategic context

12.1 Fylde is a coastal borough located in the north-west of England. As illustrated in **Figure 12.1**, the authority benefits from multi-modal transport links including road and rail links to major population centres. The M55 passes through the authority and offers access to the national motorway network.

12.2 According to the 2021 Census, 51.3% of the Borough of Fylde residents commute by car or van, significantly higher than the national average of 44.5%. In contrast, public transport use is notably lower: only 2.2% travel by bus, minibus, or coach (compared with 4.3% nationally), and just 0.5% commute by rail (against a national average of 2%). These figures highlight a heavy reliance on private vehicle travel and indicate the need to improve the uptake of public transport usage across the borough.

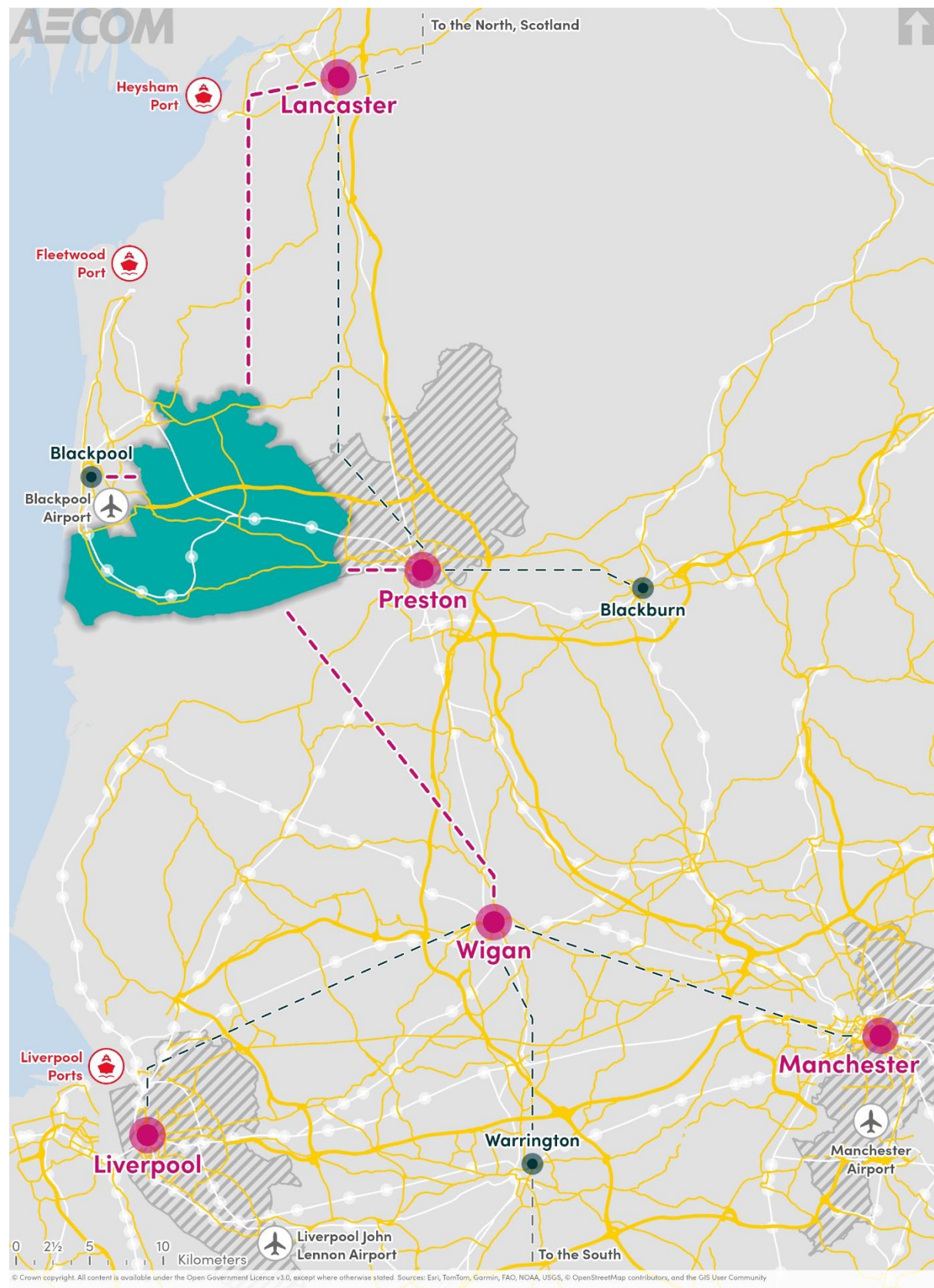
12.3 The emerging Local Transport Plan will aim to support initiatives that improve connectivity between the Borough and the wider North West region and beyond.<sup>157</sup> It is likely that the plan will align with the principles set out in the Transport Assessments in Lancashire guidance report, which prioritises a 'Decide and Provide' approach to transport infrastructure planning.<sup>158</sup>

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<sup>157</sup> Fylde Borough Council (no date): [Infrastructure Policy](#)

<sup>158</sup> Lancashire County Council (2025): [Transport Assessments in Lancashire](#)

**Figure 12.1 Figure showing strategic / regional transport context**



## Road network and congestion

- 12.4 There are a number of primary road routes in the Borough of Fylde including the M55 motorway and A-roads. The M55 provides direct access to the national motorway network and runs from the east of the plan area to the west, terminating in Blackpool. A series of A roads run from the east to west (A583, A584, A586), and north to south (A585), connecting the plan area. Some of these roads connect to the motorway network (A583, A585). To the north, the A586 links the area to Garstang, while to the south the A583 provides connections to both Preston and Blackpool, running from the south-east of the plan area towards the east. Along the southern boundary, the A584 also connects Preston and Blackpool, passing through Lytham St Annes. From Kirkham, the A585 runs northwards towards Fleetwood.
- 12.5 The road network experiences regular congestion at peak times, particularly in urban areas and on road networks connecting rural and urban areas.<sup>159</sup> Despite the presence of rail and bus networks, the prevalence of car travel in the borough exacerbates these issues. Growth in population, housing, and employment is expected to place further pressure on the transport network over the plan period. The emerging LTP for Fylde recognises the need for road improvements to reduce journey times and congestion.<sup>160</sup>
- 12.6 Climate change presents a growing risk to the resilience of the Borough of Fylde's transport network. Rising temperatures and increased frequency and intensity of storms and flooding can cause significant disruptions to road and rail services. Extreme weather events could damage or disrupt the transport network, particularly in areas already prone to flooding or with limited alternative routes. Without investment in adaptation, these impacts could further exacerbate congestion, reduce accessibility and undermine the reliability of the network.

## Rail network

- 12.7 The Borough of Fylde is served by two railway lines comprising seven stations, and their locations are illustrated in **Figure 12.2**. The Preston to Blackpool North Line includes a station at Kirkham and Wesham, while the Preston to Blackpool South Line / South Fylde Line provides services at Salwick, Kirkham and Wesham, Moss Side, Lytham, Ansdell and Fairhaven, St Annes-on-the-Sea, and Squires Gate. These stations are primarily served by regional services operated by Northern Trains.
- 12.8 Kirkham and Wesham is the busiest station in the borough and is the junction for services to Blackpool. In 2022/23, over 600,000 entry and exit tickets were recorded among Fylde stations, with the most frequent origin station for stations in the borough being Preston.<sup>161</sup>

<sup>159</sup> Department for Transport (2024): [Road traffic statistics](#)

<sup>160</sup> Fylde Borough Council (no date): [Infrastructure Policy](#)

<sup>161</sup> Lancashire County Council (2023): [Railway stations usage](#)

12.9 Whilst the borough is served by several stations, sizable communities including those at Warton, Freckleton and in many rural areas have poor access to the rail network. Furthermore, most stations along the South Line are served by an hourly service between Preston and Blackpool and do not have frequent services and direct services to many regional locations including those in Wyre and to nearby cities including Lancaster, Manchester and Liverpool. There is a risk of this to widen existing inequalities where communities have poor access to railway stations and services, and continued dependency on the private vehicle.

## Bus network

12.10 The Borough of Fylde benefits from an established bus network that facilitates connectivity between its settlements and rural communities, and provides onward links to nearby areas such as Blackpool and Preston. Notable routes include the 78, connecting Lytham St Annes and Great Eccleston via Kirkham, the 76, connecting Poulton-Le-Fylde with Lytham St Annes via Kirkham, and the 68, connecting Blackpool to Preston via Lytham St Annes.<sup>162</sup>

12.11 Lancashire County Council operates a Dial-a-Bus service across settlements in the borough, including a fully accessible route linking the Fylde Coast with Kirkham and Wesham. The service offers door-to-door transport with disabled access, and fares range from £2 to £10, depending on journey distance. This service enables residents who are unable to drive to travel within the county, and helps to reduce congestion in the town centre.<sup>163</sup>

12.12 Bus links to Blackpool airport are limited. There are currently no direct bus links to Blackpool North station, and relatively limited access to nearby Squire Gate station or Starr Gate Tram terminus.

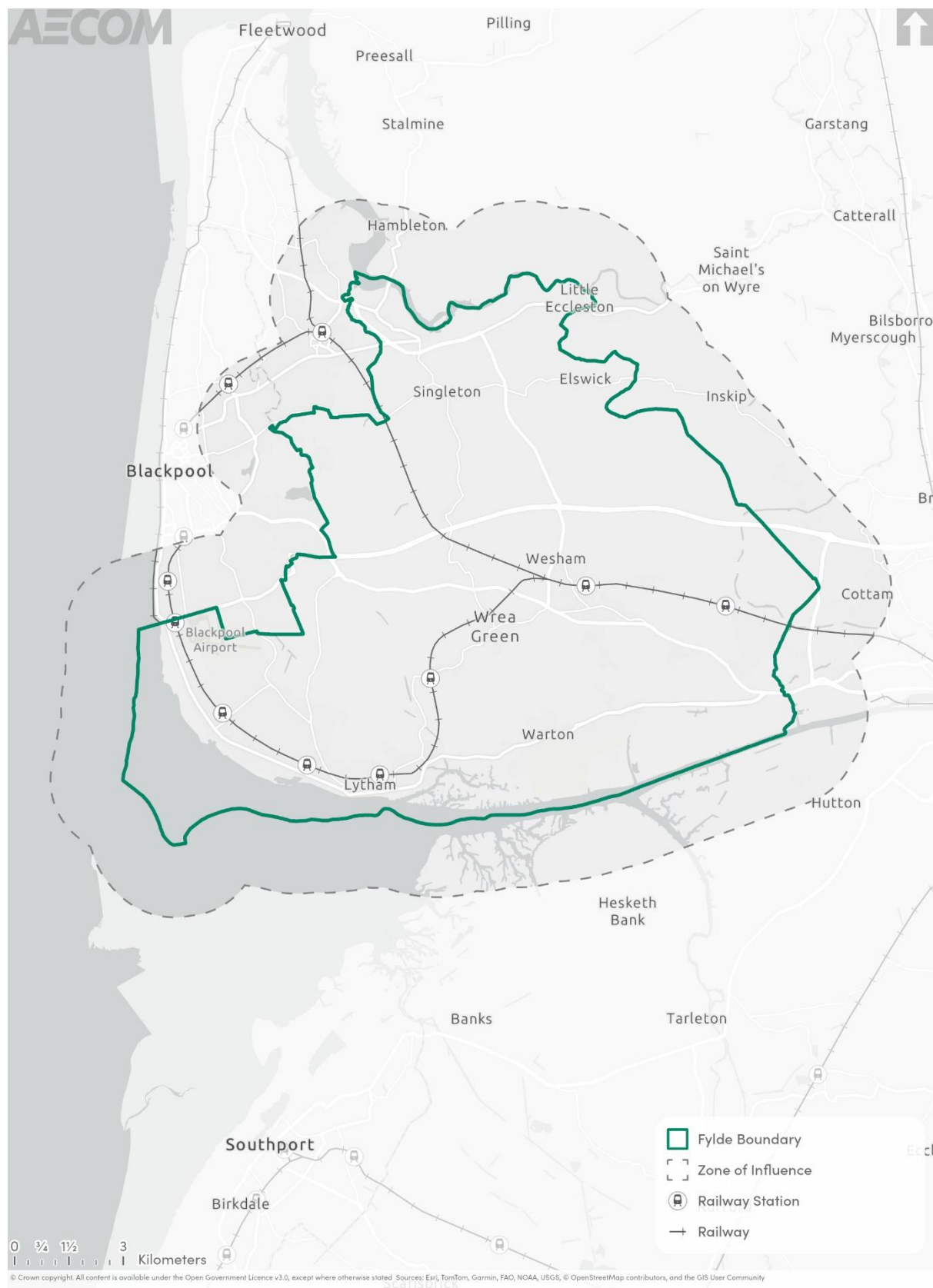
12.13 The FCHTM recognises the contribution that buses make to congestion and acknowledges the importance of fully integrating buses with rail travel, walking, and cycling in order to maximise the uptake of active travel in the region. It proposes a number of solutions to increase the uptake of bus services in the region, including private sector support, updated bus infrastructure, Cross Fylde ticketing, and facilities to carry cycles on buses.

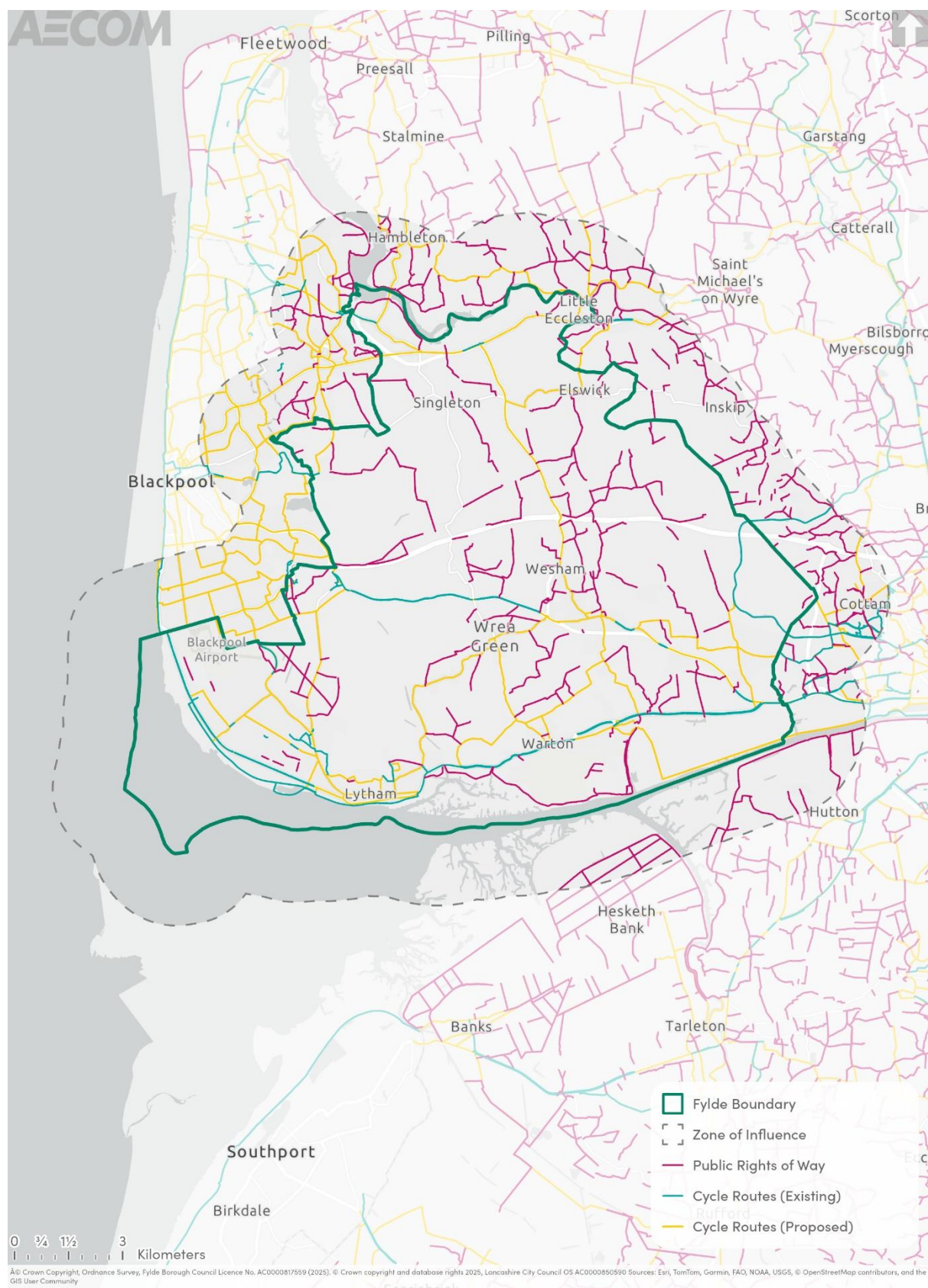
## Active travel routes

12.14 **Figure 12.3** illustrates the extent of active travel routes within the Borough of Fylde. The active travel network provides safe opportunities for walking and cycling, with the National Cycle Network route extending from Cottam to Kirkham and southwards to the coast at Lytham St Annes. This is complemented by an extensive network of public rights of way across the borough. However, some areas have limited coverage, particularly in rural parts of the borough, indicating potential to enhance connectivity and expand active travel links.

<sup>162</sup> Lancashire County Council (2025) [Bus map & guide](#)

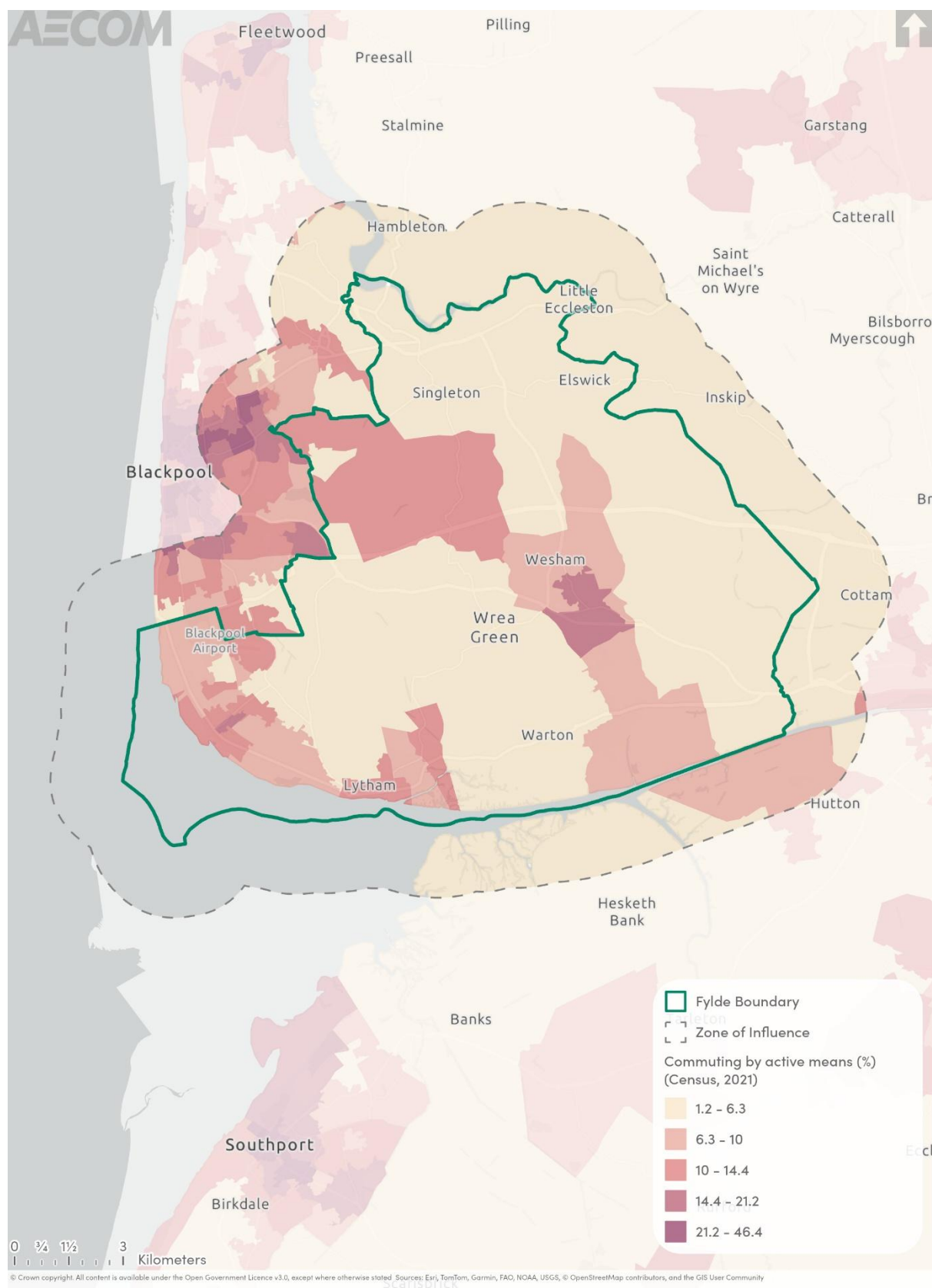
<sup>163</sup> Lancashire County Council (2025) [Community transport services](#)

**Figure 12.2: Figure showing rail network**

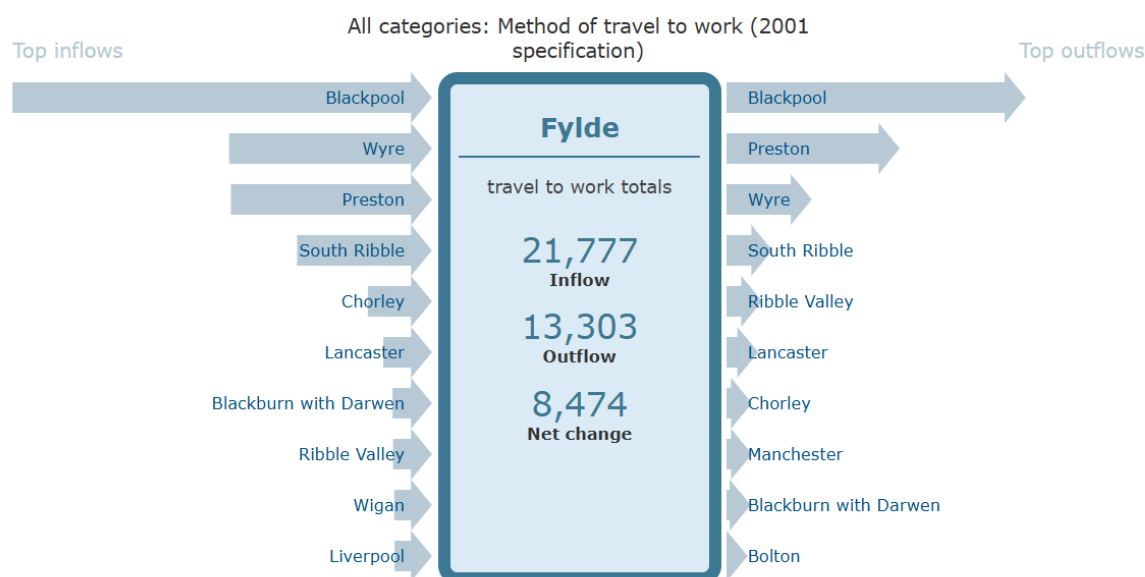
**Figure 12.3: Figure showing active travel network**

## Travel behaviours

- 12.15 **Figure 12.4** demonstrates commuting rates via active travel, such as walking and cycling. Travel behaviour across Fylde is varied, with particularly higher rates of active travel in and around Kirkham, which suggests some locals may be combining rail and bus journeys to employment locations outside their local area with active travel. Commuting by bicycle in the borough is generally low at 3.4%, with commuting on foot higher at 11.1%. Cycling rates are also lower in rural areas, with notably higher levels of commuting by bicycle in and around Lytham St Annes.
- 12.16 **Figure 12.5** shows the main flows of commuters into, and out of, the Borough of Fylde. There is a high volume of commuters travelling from Blackpool into Fylde, with Blackpool and Preston seeing the highest proportions of commuters travelling out of Fylde. The inflow is larger than the outflow, showing the number of people coming into the borough from outside areas to work.

**Figure 12.4: Figure showing commuting rates by active means**

**Figure 12.5: Figure showing commuter flows in and out of the borough (Census 2021)**



## Future baseline summary

- 12.17 The population and economy of the Borough of Fylde is expected to grow over the plan period, placing increasing pressure on the existing transport network. This includes both a greater number of private vehicles on the road and rising demand for public and active transport connections across the plan area.
- 12.18 Without intervention, the number of car-based trips is expected to rise significantly, worsening congestion on key routes such as the A583, A584, A585, A586, and the M55, and leading to increased emissions, poor air quality, and unreliable journey times, particularly during peak periods.
- 12.19 Managing congestion and improving the reliability of sustainable transport services across the borough will be a critical challenge. A shift to lower-carbon modes such as walking, cycling, and public transport will be needed to meet net-zero ambitions.
- 12.20 The draft Local Transport Plan (LTP) outlines several improvements directly or indirectly affecting the Borough of Fylde. This includes improvements along the South Fylde Line, potential new light rail and public transport routes on the Fylde Coast and improved walking and cycling routes along the Fylde Coast. This also includes major east-west public transport improvements along the 'Central Belt' which forms a corridor between Blackpool and Fylde to Blackburn and Burnley. More specific details on transport plans for the borough will be revealed in the masterplan to be produced by the local transport authority.

## Key sustainability issues

12.21 The following key sustainability issues have been identified:

- The Borough of Fylde benefits from strong multi-modal connectivity in Kirkham and to a lesser extent in Lytham St Annes, with strategic road and rail infrastructure linking it to areas outside the borough. These include direct road links to Preston and Blackpool and other major UK cities.
- Rural areas are less well connected, with good access to the strategic road network but limited availability of public transport for local communities.
- Fylde's road network includes major A-roads (A583, A584, A585, A586) and access to the M55 motorway. These routes support local, regional, and national travel; however, congestion is a persistent issue, especially on approaches to urban centres. Growth in housing, employment, and population is expected to place increasing pressure on road capacity.
- The rail network includes local services via Lytham St Annes and Kirkham. While frequency enhancements are planned, service gaps remain, particularly for northern residents, which may constrain mode shift if not addressed.
- The bus network in Lytham St Annes is well served by Blackpool Transport, with additional coverage in rural parts of the plan area provided by Dial-a-Bus and Stagecoach services. Future growth is expected to increase demand for more frequent services and expanded routes. Strengthening collaboration with operators will be key to improving public transport access, particularly in rural areas.
- Commuter flows show net inflow into the Borough of Fylde, particularly from Blackpool. This data suggest the borough acts as an employment hub, reinforcing the need for a resilient, integrated transport system that supports both local and cross-boundary movement.
- Climate change poses a growing risk to transport resilience. Increasing frequency of extreme weather events, such as heatwaves and flooding, could disrupt road and rail infrastructure. Without targeted adaptation, these impacts may reduce reliability and exacerbate existing congestion challenges.
- Integrating green infrastructure within transport networks presents an opportunity to support climate change adaptation and resilience through carbon storage, flood risk management and cooling urban heat islands.

- Natural England's work on the Green Transport Corridors project with Network Rail, Highways England, Wildlife Trusts and Nature Improvement Areas, builds on the Government's Natural Environment White Paper commitment to work with transport bodies to enhance ecological connectivity on transport networks. It demonstrates the effectiveness of partnership working for delivering new and innovative approaches that seek to integrate linear networks into wider landscapes scale delivery, connecting to the wider GI network in towns and cities.

## Scoping decision

12.22 Based on the key issues, it is proposed that the transport topic should be scoped in to the IA. The following objectives and assessment questions, presented in **Table 12.1**, are proposed as part of the IA framework.

**Table 12.1: Proposed objectives and assessment questions**

| IA topic  | IA objective                                                                            | Appraisal questions – will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport | Reduce the need to travel by private vehicle and promote sustainable modes of transport | <ul style="list-style-type: none"> <li>• Improve transport to ensure sustainable and active modes are most desired and used to connect people to places?</li> <li>• Improve accessibility and affordability of sustainable forms of travel?</li> <li>• Minimise dependence on the private vehicle?</li> <li>• Promote a wider travel choice through delivering improvements to existing travel networks?</li> <li>• Promote transportation of freight and goods using waterways and rail?</li> </ul> |

## Environmental outcomes / indicators

12.23 The following metrics have been identified as relevant indicators for this topic:

- Usual method of travel to work
- Percentage of non-frequent bus services running on time
- Average excess waiting time for frequent (bus) services
- Public transport trips as a proportion of total trips per year
- Accessibility of residential development to sustainable travel modes
- Improvements to active travel networks
- Public transport patronage
- Car parking provision

## 13. Proposed IA framework

- 13.1 **Table 13.1** below sets out the proposed IA framework which will form the methodological structure for assessing the emerging Fylde Local Plan and reasonable alternatives.
- 13.2 The assessment will take account of the criteria presented within the SEA Regulations. For example, account will be taken of the potential for effect significance to be a factor of the timescale and reversibility of effects. Cumulative effects are also considered, i.e. the potential for the emerging Local Plan to impact the baseline in combination with other plans, or unplanned activity.
- 13.3 Every effort will be made to identify and evaluate effects accurately; however, this is inherently challenging given uncertainty regarding the 'on the ground' implications of policy. The ability to predict effects accurately is also limited by understanding of the baseline. The appraisal of the emerging Local Plan policies will therefore set out the 'broad implications' for the IA themes.

**Table 13.1: Proposed IA Framework**

| IA topic            | IA objective                                                                                                                          | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Biodiversity</b> | Protect, restore and enhance habitats and species, including designated sites, locally important features and links between habitats. | <ul style="list-style-type: none"> <li>• Protect the integrity of the European designated SPAs and Ramsar within and nearby Fylde?</li> <li>• Avoid negative impacts, and where possible improve the condition of nationally designated SSSI, MCZs and NNR sites within and nearby Fylde?</li> <li>• Manage pressures on locally designated sites for biodiversity in Fylde?</li> <li>• Protect and enhance priority habitats, as well as the habitats of priority species, during both the construction and operational phases of development/ schemes?</li> <li>• Protect and enhance ecological networks and areas of Functionally Linked Land?</li> <li>• Achieve national biodiversity net gain (BNG) standard or above?</li> <li>• Increase the resilience of biodiversity to the potential effects of climate change?</li> <li>• Reduce the impact of development on species' severance?</li> <li>• Manage recreational disturbances on habitats and designated sites?</li> <li>• Support an interconnected green infrastructure network which supports nature recovery and connectivity?</li> </ul> |

| IA topic                              | IA objective                                                                                                                                       | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Water, soil and land resources</b> |                                                                                                                                                    | <ul style="list-style-type: none"> <li>• Protect and enhance areas of deep restorable peat?</li> <li>• Align with Local Nature Recovery Strategy (LNRS) and Nature Recovery Networks?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                       | Seek to deliver neutral, or where possible positive, impacts on water quality, associated biodiversity, and on the physical state of water bodies. | <ul style="list-style-type: none"> <li>• Support improvements to water quality?</li> <li>• Protect surface water and groundwater resources?</li> <li>• Protect and enhance bathing water quality?</li> <li>• Minimise physical alterations to water bodies and re-naturalise watercourses, where possible?</li> <li>• Minimise the impacts to, and where possible, enhance the quality of water bodies of strategic significance for water supply?</li> </ul>                                                                                                                                                                              |
|                                       | Promote the efficient use of land.                                                                                                                 | <ul style="list-style-type: none"> <li>• Facilitate the use of previously developed land?</li> <li>• Avoid the loss of the best and most versatile agricultural land (Grade 1 to 3a agricultural land)?</li> <li>• Impact brownfield sites of historic or high environmental importance?</li> </ul>                                                                                                                                                                                                                                                                                                                                        |
|                                       | Promote sustainable waste and mineral resource management.                                                                                         | <ul style="list-style-type: none"> <li>• Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of development?</li> <li>• Encourage the reduction, re-use and recycling of waste during construction?</li> <li>• Protect the integrity of mineral resources and mineral safeguarding areas?</li> </ul>                                                                                                                                                                                                                                                                     |
| <b>Historic environment</b>           | Preserve and enhance Fylde's historic environment, including designated and non-designated heritage assets and their setting.                      | <ul style="list-style-type: none"> <li>• Conserve and enhance the significance of designated and non-designated assets, and their setting?</li> <li>• Conserve and enhance the special interest, character and appearance of conservation areas and their settings?</li> <li>• Support the protection and management of vulnerable historic places and sites across Fylde?</li> <li>• Protect and enhance the coastal heritage of Fylde?</li> <li>• Support place-making and high quality design in the built historic environment?</li> <li>• Support access to, interpretation and understanding of the historic environment?</li> </ul> |

| IA topic                             | IA objective                                                                              | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Landscape</b>                     | Protect and enhance the character and quality of Fylde's landscapes and townscapes.       | <ul style="list-style-type: none"> <li>• Support the five purposes of the Green Belt?</li> <li>• Protect, maintain and enhance local character and distinctiveness?</li> <li>• Conserve and enhance locally important landscape and townscape features?</li> <li>• Prevent adverse visual and landscape impacts from development and infrastructure?</li> <li>• Preserve tranquillity and dark night skies, avoiding significant increases in light pollution?</li> <li>• Support an increase in tree canopy cover across the borough?</li> <li>• Conserve and enhance GI to help protect against settlement coalescence, climate change, and urban sprawl?</li> </ul> |
| <b>Air quality and noise</b>         | Deliver improvements in air quality in Fylde                                              | <ul style="list-style-type: none"> <li>• Reduce emissions from transport?</li> <li>• Promote the use of zero emission vehicles?</li> <li>• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?</li> <li>• Encourage a modal shift to more sustainable transport?</li> <li>• Improve access to active travel networks?</li> </ul>                                                                                                                                                                                                                                        |
|                                      | Reduce the impacts of noise on human health and the environment                           | <ul style="list-style-type: none"> <li>• Contribute to lowering noise levels in general?</li> <li>• Seek to mitigate the impact on areas likely to be affected by noise, and reducing the noise generated at source and/or containing the noise generated?</li> <li>• Utilise measures to reduce traffic noise specifically during transport planning, such as low noise road surfacing?</li> </ul>                                                                                                                                                                                                                                                                    |
| <b>Climate change and flood risk</b> | Support climate change mitigation across Fylde through limiting greenhouse gas emissions. | <ul style="list-style-type: none"> <li>• Reduce GHG emissions from transport through active travel, public transport, and low-emission vehicles?</li> <li>• Promote the use of sustainable modes of transport, including walking, cycling, and public transport?</li> <li>• Generate energy from low or zero carbon sources?</li> <li>• Reduce energy consumption from non-renewable sources?</li> <li>• Reduce greenhouse gas emissions across key sectors?</li> </ul>                                                                                                                                                                                                |

| IA topic                            | IA objective                                                                                   | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                                                                                | <ul style="list-style-type: none"> <li>• Improve energy efficiency in new and existing buildings, including through retrofitting and sustainable design?</li> <li>• Support low-carbon economic growth and the transition to a green economy?</li> <li>• Encourage sustainable construction practices and low-carbon materials?</li> </ul>                                                                                                                                                                                                                                                                                                                                                   |
|                                     | Support Fylde's resilience to the potential effects of climate change, in particular flooding. | <ul style="list-style-type: none"> <li>• Reduce flood risk by integrating natural flood management, sustainable drainage systems (SuDS) and flood-resilient design?</li> <li>• Sustainably manage water run-off, reducing surface water runoff?</li> <li>• Ensure new developments avoid areas of high flood risk in the first instance, and where no alternative sites are available, incorporate sufficient resilience measures?</li> <li>• Support community and business adaptation to climate risks, including heatwaves and storms?</li> <li>• Encourage urban cooling measures such as green roofs, street trees, and permeable surfaces?</li> </ul>                                  |
| <b>Healthy and safe communities</b> | Improve health and wellbeing of residents                                                      | <ul style="list-style-type: none"> <li>• Reduce the impacts of air and noise pollution on health?</li> <li>• Improve access to active travel (through routes, cycle parking, access to cycles and equipment)?</li> <li>• Encourage physical activity and healthy lifestyles and address health inequalities?</li> <li>• Avoid any negative impacts to the quality and extent of existing recreational/ leisure assets, including cycle routes and formal or informal footpaths?</li> <li>• Tackle key issues with regard to health: smoking, excessive alcohol consumption, poor diet and low physical activity?</li> <li>• Avoid severance between new and existing communities?</li> </ul> |
|                                     | Improve levels of educational attainment                                                       | <ul style="list-style-type: none"> <li>• Will proposals address educational inequalities faced by children from more deprived households?</li> <li>• Will there be improvements to address educational gap caused by Covid-19 pandemic?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| IA topic               | IA objective                                                                                                                                                            | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        | Protect access to green spaces and leisure facilities                                                                                                                   | <ul style="list-style-type: none"> <li>• Protect existing and improve the provision of green spaces?</li> <li>• Enhance the provision of, and access to, green and blue infrastructure?</li> <li>• Address deficiencies in green infrastructure access in areas of insufficient provision and amongst residents which face additional barriers to access?</li> </ul>                                                                                                                                                                                                                                                                                           |
| <b>Material assets</b> | Promote coordinated land use planning across Fylde                                                                                                                      | <ul style="list-style-type: none"> <li>• Deliver housing in sustainable locations that are well served by existing infrastructure, services, and amenities?</li> <li>• Make efficient use of land, including prioritising previously developed (brownfield) sites where appropriate?</li> <li>• Support the creation of well-designed, healthy, and safe neighbourhoods with access to green spaces and community facilities?</li> <li>• Contribute to climate resilience and reduced environmental impacts by promoting compact and resource-efficient development patterns?</li> </ul>                                                                       |
|                        | Promote economic growth and job creation across the sub-region, and improve access to jobs for all                                                                      | <ul style="list-style-type: none"> <li>• Support inclusive economic growth and help to create and sustain employment opportunities in a diverse range of sectors?</li> <li>• Improve access to jobs, education, and training opportunities, particularly for underrepresented and disadvantaged groups?</li> <li>• Contribute to regeneration and revitalisation of deprived areas and underperforming centres?</li> <li>• Enhance the quality, resilience, and attractiveness of employment areas and the wider borough economy?</li> </ul>                                                                                                                   |
| <b>Equalities</b>      | Promote equality and cater for existing and future residents' needs as well as the needs of all groups in the community including those with protected characteristics. | <ul style="list-style-type: none"> <li>• Promote opportunities to foster good relations between protected characteristic groups?</li> <li>• Contribute towards addressing health, education and employment inequalities?</li> <li>• Maintain or enhance the quality of life for residents?</li> <li>• Promote opportunities for deprived households and particular groups, such as disabled people and different ethnic groups?</li> <li>• Promote employment and training opportunities for the young adult population?</li> <li>• Promote access to transport services for all including those with and without shared protected characteristics?</li> </ul> |

| IA topic         | IA objective                                                                            | Appraisal questions - will the option/ proposal help to...                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                                                                         | <ul style="list-style-type: none"> <li>• Contribute towards addressing health inequalities for an ageing population and future demand for health and social care services?</li> <li>• Support access to appropriate housing and support services for the elderly and disabled population?</li> </ul>                                                                                                                                                                                                 |
| <b>Transport</b> | Reduce the need to travel by private vehicle and promote sustainable modes of transport | <ul style="list-style-type: none"> <li>• Improve transport to ensure sustainable and active modes are most desired and used to connect people to places?</li> <li>• Improve accessibility and affordability of sustainable forms of travel?</li> <li>• Minimise dependence on the private vehicle?</li> <li>• Promote a wider travel choice through delivering improvements to existing travel networks?</li> <li>• Promote transportation of freight and goods using waterways and rail?</li> </ul> |

## 14. Next steps

### Subsequent stages for the IA process

- 14.1 Scoping (the current stage) is the first stage in a five-stage plan-making / IA process. The next stage will involve appraising 'reasonable alternatives' for a range of Local Plan issues and feeding back initial findings so that they might be taken into account when preparing the Fylde Local Plan. Once the Local Plan has been prepared it will be subjected to IA and an IA Report will be prepared for consultation alongside it.
- 14.2 The IA Report must contain a range of specified information including:
- An appraisal of the Fylde Local Plan and reasonable alternatives;
  - 'Outline reasons for selecting the alternatives dealt with'; including those which relate to health and equality factors; and
  - Other information including a summary of the IA scope and a description of 'measures envisaged for monitoring'.
- 14.3 The purpose of providing this information in the IA Report is to inform both:
- Those who might want to make representations on the Fylde Local Plan approach / alternatives; and
  - Those tasked with finalising the Fylde Local Plan.

### Consultation on the scoping report

- 14.4 The statutory consultation bodies for SA / SEA are Historic England, the Environment Agency and Natural England. Consultees were consulted on the content of this Scoping Report between 24.02.2026 and 01.04.2026.
- 14.5 All comments received on the Scoping Report have been reviewed and will influence the development of the IA, where appropriate.

