

Application by Highways England for an Order Granting Development Consent for A585 Windy Harbour to Skippool Improvement Project

Local Authority Ref: 18/00076/ENQ

Local Impact Report of Wyre Borough Council

1.0 The application

1.1 The application for the A585 Windy Harbour to Skippool Improvement Scheme proposes the improvement to 4.85km of the existing single carriageway A585 trunk road route that extends in a generally north west direction for approximately 19km between M55 Junction 3 and the Port of Fleetwood at the northern end of the Fylde Peninsula.

The Scheme includes the following components:

- 4.85km (3 miles) of new 2-lane, all-purpose, dual-carriageway bypass connecting Windy Harbour Junction and Skippool Junction
- Four new junctions comprising:
 - Conversion of Skippool Junction to a traffic signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road
 - Skippool Bridge Junction in the form of a 3-arm traffic signal-controlled junction with the existing Mains Lane
 - Poulton Junction in the form of a signal-controlled crossroads connecting the new bypass to A586 Garstang Road East
 - Modification to Little Singleton Junction (also known as Five Lane Ends)
- Three new major structures comprising:
 - Skippool Bridge
 - Lodge Lane Bridge
 - Grange Footbridge
- Four construction compounds

1.2 Alterations to the existing road network on completion of the bypass are proposed to include:

- detrunking the A585 between Skippool Bridge Junction and the end of Garstang New Road east of Little Singleton;
- applying a reduction in speed limit to 30mph and providing a combined footway/cycleway along Mains Lane between Shard Road Junction and Little Singleton;
- altering Garstang New Road east of Little Singleton to permit restricted access to farmers' fields and provide a shared footway/cycleway route between Windy Harbour Junction and Little Singleton;
- applying a reduced speed limit of 30mph along Garstang Road East between the proposed Poulton Junction and Little Singleton and upgrading the lighting along Mains Lane and Garstang Road East .

Associated works for temporary access, temporary lay-down and work areas and ancillary works are also included in the application.

1.3 The development extends across and within the adjoining boroughs of Fylde and Wyre with the majority of the development lying within the borough of Fylde. That part of the scheme that lies within the borough of Wyre is limited to the Skippool junction and the immediate approaches to it.

2.0 Site description and surroundings

2.1 The new road extending westwards from Little Singleton, crossing Garstang Road East via a new traffic light controlled junction, and extending north westwards towards the Skippool Junction will lie close to the boundary between the boroughs of Fylde and Wyre, which also forms the settlement boundary of Poulton Le Fylde along most of this length. This section of the new road will be located within an area of countryside which comprises generally flat,

low lying open agricultural land and, particularly to the north of Garstang Road East will occupy much of this existing narrow low lying 'valley' that separates the settlement of Poulton Le Fylde and the built up ribbon development along Mains Lane which lies within Fylde Borough.

- 2.2 The proposed new Skippool junction, and its approaches lie on the line of the existing A585 and therefore the works here comprise modifications to the existing highway design and geometry, primarily by the proposed conversion of the existing four arm roundabout in to a traffic light controlled junction. Notwithstanding that the existing junction visually forms part of the urbanised land in which context it stands, particularly to the south, it does in fact lie outside the settlement boundary of Poulton Le Fylde and is within an area of designated Green Belt.
- 2.3 Both the existing and proposed Skippool junctions lie partly with Flood Zone 3, and the section of the new road from the new junction with Garstang Road East until just before the new junction with Mains Lane, will also lie within Flood Zone 3. This latter section of new road also lies alongside Main Dyke which is a main river under the jurisdiction of the Environment Agency. Main Dyke also delineates the boundary between Fylde and Wyre in this area.
- 2.4 Partly because this land lies within Flood Zone 3, there is an area to the west of the new road section between the new Garstang Road East and Mains Lane junctions which is within the borough of Wyre but is outside the settlement boundary, being designated as countryside. Further to the south, however, on rising ground, the settlement boundary follows the line of the borough boundary. The land lying immediately to the west of this boundary is currently in the relatively early stages of construction of a major housing development comprising of approximately 520 dwellings. Whilst there will be an area of open space providing a physical separation between these new houses and the proposed new road, the new dwellings situated on the eastern edge of this new development will lie close (within 150m) to the new road.

3.0 Relevant Development Plan Policies

- 3.1 In so far as it relates to Wyre, the development plan in force at the time the application was submitted to the Planning Inspectorate was the Wyre Borough Local Plan 1999. This plan was out of date in respect of its policies for housing and applications for housing developments were therefore being considered primarily having regard to the 'presumption in favour of development' as set the National Planning Policy Framework (NPPF).
- 3.2 The council had, however, submitted its emerging Local Plan for examination in January 2018, and following an examination during the summer of 2018 and subsequent consultation on the Main Modifications, it was formally found sound by the Government in January 2019 and formally adopted by the council on 28 February 2019.

Wyre Borough Local Plan 2011 – 2031 (Local Plan) – aims and objectives

- 3.3 The Wyre Local Plan 2011 – 2031 is the key planning policy document which will shape Wyre for the period up to 2031. It provides a positive approach to planning in Wyre which makes provision towards meeting employment and housing needs within challenging environmental and infrastructure constraints. The overarching aim of the plan is to promote sustainable growth, balancing environmental, social and economic considerations and create sustainable communities in both urban and rural Wyre.
- 3.4 The overarching aims of the Local Plan are:
 - To facilitate investment, job creation and sustainable economic growth in Wyre, supporting new and existing businesses across the Borough, the delivery of Hillhouse Technology EZ, farming and tourism development.
 - To help meet the housing needs of all Wyre's population.
 - To improve connectivity between housing, employment, services and recreation areas by a range in transport choices; support the development of an efficient

strategic and local highway network, safe walking and cycling routes and public transport services.

- 3.5 It is acknowledged in the Local Plan that growth will need to be supported by necessary infrastructure. Although it is not practical to provide all infrastructure ahead of any development taking place or being occupied it is important that infrastructure delivery is considered as part of the development and in particular any large extensions of settlements. The council wish to see development take place in a co-ordinated manner, supported by necessary infrastructure including improvements to highways.
- 3.6 One of the key aims of the Local Plan is to deliver a wider choice of quality homes, both affordable and market options, to meet the needs of Wyre's community, in terms of type, size and tenure. The Objectively Assessed Housing Need (OAHN) for Wyre during the plan period is 9,580 (479 dwellings per annum). In respect of housing, the Local Plan makes provision for a minimum of 9,200 dwellings (460 per annum) in the borough up to 2031. The small shortfall being due primarily to highway capacity constraints. Within the A585 corridor (Poulton/Thornton-Cleveleys and Fleetwood) and A588 corridor (which joins the A585 on Mains Lane) approximately 1200 dwellings have been completed since 2011, with a further 650 with planning permission or under construction. The Local Plan also allocates sites for a further 2600 dwellings in these areas which are considered to impact upon the A585(T). It should be noted that all housing numbers are expressed as minimums, and that subject to other constraints numbers of new dwellings may be higher particularly as non allocated sites within settlement boundaries may come forward for development.
- 3.7 Another key aim of the Local Plan relates to employment and the aim is for Wyre to have a thriving, diverse and resilient economy making a valuable contribution to the overall Fylde Coast economy. In particular we want to attract new investment at Hillhouse Technology Enterprise Zone (EZ), in Thornton, and other employment areas across the Borough, providing a wide choice of jobs. With regard to the Hillhouse Technology EZ, we want this to be a renowned sub regional strategic site, known for its world class chemical and energy industries driving innovation and growth. The Local Plan policies promote the regeneration of Fleetwood, a coastal town which has suffered decline due to the demise of the fishing industry and its geographical isolation. In particular, the policies promote the development of Fleetwood Port, and around the Fleetwood Docks site which we wish to see as a successful port related business area.
- 3.8 The EZ lies within the A585 Corridor and relies on it as a key strategic transport link whilst the development and regeneration of the Fleetwood Docks site (32.67 Ha) for housing, commercial, leisure, tourism, and employment uses, as well as the Fleetwood Port site (7.6 Ha) where the relevant policy seeks to see the resumption of port related operations within the plan period, also relies on this strategic transport corridor, particularly in the absence of a rail connection to Fleetwood as the line only serves Poulton Le Fylde within the A585(T) corridor.
- 3.9 The Infrastructure Delivery Plan (IDP) which supports the Local Plan identifies that the development proposed in the emerging Local Plan will place additional pressure on the A585(T). The A585(T) corridor is influenced to a large degree by the various at-grade junctions along its length. The Wyre Local Plan - A585(T) Corridor evidence base prepared for Highways England by CH2M assessed 8 junctions on the A585(T) in detail, and assessed whether the quantum of growth anticipated in the emerging Local Plan could be safely accommodated on the existing network, and if not, what mitigation measures could be implemented to support development. It identified that without interventions to improve a number of junctions on the A585(T) development will not be sustainable, i.e. the plan is not deliverable without any investment in the provision of appropriate improvement measures on the A585(T) to be able to support future growth.
- 3.10 The key elements of the network that are identified as being constraints are:
- A585(T) Victoria Road junction
 - A585(T) Norcross junction;
 - A585(T) Thistleton junction (Windy Harbour – M55 Junction3); and

- M55 Junction 3.

In addition to these pinch points the junctions at Skippool, Little Singleton and Shard Road are considered to be constraints on future growth. However these junctions have been considered separately as they are currently within the scope of a major improvements package being developed by Highways England (i.e. this application).

- 3.11 Therefore a key infrastructure requirement for the Local Plan period is improvement works to these junctions on the A585(T). At the time the Infrastructure Delivery Plan was published not all of the improvements required to support the Plan were committed. Some of the required improvements (M55 Junction 3, Norcross, Skippool) are identified in committed work programmes and have sufficient funding already identified. Beyond the committed works, it is recognised that M55 junction 3 is likely to need a further improvement towards the end of the plan period that is currently not identified or committed and this could form a second phase of improvements. Other schemes (Victoria Road, Thistleton and Windy Harbour - M55 Junction 3) do not yet have committed funding or an identified final design solution. The Council is confident that this can be overcome during the Plan period.

Wyre Borough Local Plan 2011 – 2019 – Relevant Policies

- 3.12 Policy SP1 – Development Strategy

Key provisions relating to the proposed development:

1. The overall planning strategy for the Borough will be one of growth within environmental limits. The overarching aim will be to meet the housing needs of all sections of the community, raise economic performance, average wage levels and GVA generation, while minimising or eliminating net environmental impact.
2. Within the period 2011 to 2031, the Local Plan will deliver a minimum 9,200 dwellings and 43 hectares of employment land. Within the main urban settlements of Poulton Le Fylde, Thornton, Cleveleys, and Fleetwood which all lie within the A585 corridor, there is proposed a minimum of 4,285 dwellings (representing 48.6% of the housing delivery target) and 23.6 Hectares of employment land (representing 49.6% of the employment land delivery target).

Relevance to the proposals:

The objectives of the proposals include:

1. Deliver capacity enhancements to the strategic road network.
2. Support employment and residential/commercial development and growth opportunities.
3. Support the removal of obstacles to economic growth potential in both Wyre and Fylde
4. Reduce congestion and improve journey times
5. Improve connectivity and community cohesion

The aims and objectives of the Local Plan, and in particular the necessary delivery of housing and economic growth, are unlikely to be achieved without necessary supporting infrastructure delivery and the necessary infrastructure, including the proposed improvements to the A585(T) are identified in the IDP which supports the Local Plan. Those objectives of the proposed development identified above are necessary to enable this area of the borough to become an attractive and successful place, focused on creating opportunities for people to live, work, visit, and do business.

- 3.13 Policy SP2 – Sustainable Development

Key provisions relating to the proposed development:

1. All development should contribute positively to the overall physical, social, environmental and economic character of the area in which the development is located.
2. All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility.

Relevance to the proposals:

The purpose of the planning system as set out in the NPPF is to contribute to the achievement of sustainable development. All development must therefore be considered

against this objective. The IDP identifies that without interventions to improve a number of junctions on the A585(T) development will not be sustainable, i.e. the Local Plan is not deliverable without any investment in the provision of appropriate improvement measures on the A585(T) to be able to support future growth.

3.14 Policy SP3 – Green Belt

Key provisions relating to the proposed development:

1. The adopted Policies Map defines the Green Belt in Wyre. Within the Green Belt, planning permission will not be granted for inappropriate development as defined in national policy except in very special circumstances.
2. Any development permitted in the Green Belt should meet the requirements of the Core Development Management Policies and seek to minimise the impact on the openness of the Green Belt and any conflict with the purposes of including land within it.

Relevance to the proposals:

The existing and proposed Skippool junctions and approaches that lie within Wyre Borough are situated within designated Green Belt. The development is 'inappropriate development' and this is, by definition as set out in the NPPF, harmful to the Green Belt and there is a presumption against it unless 'very special circumstances' exist. 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. In this case the proposals in the Green Belt comprise a modification to the existing junction rather than completely new development and therefore the harm is considered to be much less than if it was new development. The need for the scheme to support sustainable development proposed in the Local Plan is considered to outweigh the harm in this instance.

3.15 Policy SP7 - Infrastructure Provision and Developer Contributions

Key provisions relating to the proposed development:

1. The Council will support infrastructure related development subject to other policies in the Local Plan.
2. The Council will work with infrastructure providers, neighbouring authorities and stakeholders to ensure that development is supported by appropriate utility, transport, social, community and environmental infrastructure delivered in a timely and sustainable manner.

Relevance to the proposals:

The proposals represent a key element of infrastructure which is necessary to support the deliverability of the Local Plan as identified in the IDP.

3.16 Policy SP8 – Health and Wellbeing

Key provisions relating to the proposed development:

1. Where a proposal has the potential to impact on public health, the Council will require the developer to demonstrate how public health issues have been taken into account in formulating the development proposal and how any impacts are to be mitigated. The Council may require the developer to carry out a Health Impact Assessment which will identify the potential health effects on new and existing residents within the community and the potential for public services to meet existing and new demand.
2. Development with the potential to adversely impact on public health will only be permitted where it is demonstrated that it will not, in isolation or in conjunction with other planned, committed or completed development, contribute to an unacceptable impact on the health of the Borough's population. In assessing the likely health impact of new development, the Council will take into account evidence indicating the expected effect of the development on individuals' behaviour and choices.

Relevance to the proposals:

The proposals will have impacts on public health in terms of air quality, (including carbon emissions), noise, dust, odour, artificial light etc. and it is therefore important that any such

impacts are demonstrably minimised and mitigated in accordance with this policy such that it will not contribute to an unacceptable impact on the health of the Borough's population.

3.17 Policy CDMP1 – Environmental Protection

Key provisions relating to the proposed development:

1. It must be demonstrated that the development will be compatible with adjacent existing uses or uses proposed in this plan and it would not lead to significant adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance, Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;
2. It must be demonstrated that the development will not give rise to a deterioration of air quality in a defined Air Quality Management Area or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals.
3. Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.

Relevance to the proposals:

As above for Policy SP8

Policy CDMP2 - Flood Risk and Surface Water Management

3.18 Key provisions relating to the proposed development (Flooding):

1. Development is required to have regard to the most up-to-date Wyre Strategic Flood Risk Assessment Level 2 including the SFRA Level 2 Flood Risk Sequential Test Paper and comply with the most up to date version of any relevant plans and strategies
2. Development will be required to demonstrate that a) It will not be at an unacceptable risk of flooding; and b) It would not lead to an increased risk of flooding elsewhere; and c) it would not adversely affect the integrity of tidal and fluvial defences or access for essential maintenance and emergency purposes.
3. Where development is proposed in areas at risk of flooding, unless specifically proposed in this Local Plan, it must be demonstrated that the Sequential Test has been applied and there are no reasonable available alternative sites at lower risk, considering the nature of flooding and the vulnerability of the development.
4. Subject to passing the Sequential and, where required, the Exception Test as set out in national policy and guidance, development will only be permitted in flood risk areas where appropriate mitigation and/or adaption measures are proposed to reduce the likelihood and / or impact of flooding.

Relevance to the proposals:

That part of the development that lies within Wyre Borough is partially within Flood Zones 2 and 3 and proposes a new bridge over Main Dyke (Skipool Bridge) and therefore due consideration must be had to the impacts of the scheme in respect of flood risk.

Key provisions relating to the proposed development (Surface water Management):

1. Major category development will be expected to include proposals for, and implement Sustainable Drainage Systems (SuDS) utilising lower lying land within the site, existing natural water features and other above ground measures for the management of surface water at source, unless demonstrated to be inappropriate.
2. Where possible all development will need to achieve greenfield runoff rates and will need to comply with the options below in accordance with the hierarchy order set below, for the management of surface water:
 - a) Rainwater harvesting for later use;
 - b) Continue and/or mimic the site's current natural discharge process;
 - c) Discharge into infiltration systems located in porous sub soils;

- d) Reduce flows to a minimum by green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;
 - e) Attenuate by storing in tanks or sealed systems for gradual release to a watercourse;
 - f) Direct discharge to a watercourse;
 - g) Direct discharge to a surface water sewer;
 - h) Direct discharge to highway drainage systems subject to an agreement with the Local Highway Authority; and
 - i) Only as a last resort after all other options have been discounted, including evidence of an assessment, controlled discharge into the combined sewerage network where United Utilities have indicated acceptance. Development will be required to minimise the rate of discharge to the public sewerage system as much as possible. On previously developed land, a reduction of at least 30% will be sought, rising to a minimum of 50% in Critical Drainage Areas. Developments will be expected to drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network.
3. Developments will need to consider and implement measures either wholly or in part, including in combination, higher up in the priority list and demonstrate why measures higher up in the priority list are not practical wholly or in part including in combination, before considering measures lower down the priority list.
 4. Development proposals will need to demonstrate an adequate surface water drainage system which is maintainable for the lifetime of the development. Within Critical Drainage Areas this will need to be covered as part of a Flood Risk Assessment (FRA). Developers will need to provide details of the long term maintenance of the surface water drainage system.

Relevance to the proposals:

Whilst surface runoff in relation to that part of the development within Wyre, may not be significantly different from the present situation, by reason that the proposals are for a modified junction, that part of the development within Fylde, but lying immediately to the east of the borough boundary between Garstang Road East and Mains Lane will have a significant effect in respect of surface water and the impact of such does cross the borough boundary.

3.19 Policy CDMP4 - Environmental Assets

Key Provisions relating to the proposed development:

1. Development proposals should, where possible:
 - a) Provide enhancements in relation to the environmental assets in this policy; and
 - b) Seek to minimise or eliminate net environmental impact.
2. Development will be required to be accompanied by proposals to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes. Where mitigation measures are not considered adequate, appropriate on or off site compensation measures will be sought to off-set the environmental impact of the development.
3. Development will be permitted where, following implementation of any required mitigation, there is no unacceptable impact on environmental assets or interests, including, but not limited to, green infrastructure, habitats, species, soils, water quality and resources and trees and hedgerows.
4. The Borough's designated and undesignated ecological assets will be protected, enhanced and managed with the aim of establishing and preserving functional networks which facilitate the movement of species and populations and protect the Borough's biodiversity. Development should contribute to the restoration, enhancement and connection of natural habitats through the provision of appropriate Green Infrastructure and to a net gain in biodiversity where possible.
5. New development will be required to have regard to relevant National Character Areas and take into consideration the site's landscape setting including local and long distance views, in and out of the site.
6. Development permitted by other policies of the Plan should have no unacceptable cumulative impact on landscape character within or outside settlement boundaries

and the principal elements and features associated with it. Development proposals should be designed to avoid negative landscape effects and where this is not possible negative landscape effects should be effectively mitigated.

7. Development which would have an unacceptable effect on the quality or yield of groundwater or surface water resources will not be permitted. Development within a Source Protection Zone will be required to demonstrate no adverse impact to ground water quality including through leakage. Where relevant, mitigation will be required.
8. Development will be required to protect the water quality of existing water resources, such as watercourses, coastal waters and groundwater.

Relevance to the proposals:

The development will have various impacts on environmental assets including water resources, ecological assets (habitats, trees, hedgerows, soils, biodiversity etc.) and landscape character. Compliance with this policy will be necessary to minimise, mitigate or compensate for harm.

Policy CDMP6 - Accessibility and Transport

3.20 Key Provisions relating to the proposed development:

1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:
 - a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;
 - b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;
 - c) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services.

Relevance to the proposals:

The application is for transport infrastructure which is identified in the IDP as being necessary to support the delivery of the Local Plan. On its own the proposal does not provide the complete transport infrastructure improvements within the A585(T) corridor necessary to ensure the sustainable delivery of the Local Plan, as it forms only one part of a wider package of measures that is required to improve accessibility and reduce/remove congestion within the A585(T) corridor from J3 of the M55 up to Fleetwood. The council has previously stated that it considers that this scheme and that scheme must be part of a wider, comprehensive project to improve the A585 from and including junction 3 M55 through to Fleetwood otherwise the benefits arising from improvements to some parts of the route will simply push the problem to other critical junctions or sections of the road where improvements are not being made.

Policy HP1 - Housing Land Supply

3.21 Key Provisions relating to the proposed development:

1. Between 2011 and 2031, provision will be made for a minimum of 9,200 net additional dwellings which equates to at least 460 dwellings per annum of which 5,192 will be on allocated sites in policies SA1, SA3 and SA4.

Relevance to the proposals:

The Local Plan makes provision for housing growth much of which is within the A585(T) corridor or other highway corridors directly linked to the A585(T) (e.g. the A588) and such growth must be supported by appropriate infrastructure including transport infrastructure as identified in the IDP.

Policy EP1- Employment Land Supply

3.22 Key Provisions relating to the proposed development:

1. During the period 2011 – 2031 provision will be made for a minimum of 43 ha of employment land for B class uses.

Relevance to the proposals:

The Local Plan makes provision for employment growth much of which is within the A585(T) corridor, in particular the Hillhouse Technology Enterprise Zone (EZ) and both Fleetwood Port and Fleetwood Docks sites, and such growth must be supported by appropriate infrastructure including transport infrastructure as identified in the IDP.

4.0 Other relevant development proposals

4.1 There are several development proposals which lie in the vicinity of the proposed development which are extant, or commenced but incomplete. These include:

4.2 App ref: 18/01193/FUL - Variation of condition 02 (approved plans) on application 14/00902/FUL to amend the site layout (parking arrangements and access to building). Land at Mains Lane, Poulton-Le-Fylde, Lancashire, FY6 7LB

App ref: 18/01062/FUL - Erection of a replacement dwelling (following demolition of existing dwelling). 176 Breck Road, Poulton-Le-Fylde, Lancashire, FY6 7JZ

App ref: 18/00806/FUL - Change of use from beauty salon (Sui Generis) to private dwelling (C3). 206 Breck Road, Poulton-Le-Fylde, Lancashire, FY6 7JZ

App ref: 17/01186/FUL - Variation of condition 02 (approved plans) on application 14/00902/FUL to amend the site layout. Land at Mains Lane, Poulton-Le-Fylde, Lancashire, FY6 7LB

App ref: 16/00842/OUTMAJ - Outline planning application for the erection of four dwellings with access applied for (all other matters reserved). Land North of 21 Little Poulton Lane, Poulton-Le-Fylde, Lancashire, FY6 7ET

App ref: 16/00292/FUL - Erection of two dwellings (following demolition of existing). 183 Breck Road, Poulton-Le-Fylde, Lancashire, FY6 7LL

App ref: 15/00753/FUL - Erection of 9 dwellings with associated parking and landscaping (following demolition of existing agricultural buildings and farmhouse). Prospect Farm, Skipplow Road, Thornton Cleveleys, Lancashire, FY5 5LD

App ref: 15/00326/FUL Conversion of existing dwelling into two dwellings including erection of first floor rear extension and two double garages. Bridge House, 183 Breck Road, Poulton-Le-Fylde, Lancashire, FY6 7LL

App ref: 15/00298/LMAJ - Residential development comprising 516 dwellings (27 five-bed dwellings, 160 four-bed dwellings, 238 three-bed dwellings, 91 two-bed dwellings) including 30% affordable homes, landscaping and associated infrastructure including two new access points off Garstang Road East. Land North of Garstang Road East, Poulton-Le-Fylde, Lancashire.

App ref: 14/00902/FUL - Erection of a 2 storey office building (Use Class B1) associated single storey lock up storage unit, the creation of a new access road and the provision of associated car parking and landscaping including the increase in land levels. Land at Mains Lane, Poulton-Le-Fylde, Lancashire, FY6 7LB

App ref: 16/00842/OUTMAJ - Outline planning application for the erection of four dwellings with access applied for (all other matters reserved). Land North of 21 Little Poulton Lane, Poulton-Le-Fylde, Lancashire, FY6 7ET

4.3 Full details of these developments may be viewed on the council's web site at <https://publicaccess.wyre.gov.uk/online-applications/>

5.0 Comments on the DCO and the 'Requirements' (Schedule 2)

- 5.1 Any reference in the DCO to "Wyre Council" should be replaced with "Wyre Borough Council".
- 5.2 In Part 6 'Operations' Article 34 (1) – this should say "The undertaker may *after consultation with the relevant planning authority* fell or lop.....". Likewise in Article 37 (1) this should say "The undertaker may *after consultation with the relevant planning authority* fell or lop....."
- 5.3 In Schedule 2 (Requirements), in Requirement 4 (1) what is defined as a "part" of the authorised development? Does this relate to a "Work" identified in Schedule 1 or to a collection of works making up a stage or phase of the development or to geographical area or section of the development? This is not made clear and what constitutes a "part" of the development requires clarification.
- 5.4 In Schedule 2 (Requirements), in Requirement 4 (2) (c) there is no reference to, and therefore no restrictions on working during Sundays or Bank Holidays. In the interests of the amenity of those living close to the development works additional restrictions relating to working on Sundays and Bank Holidays should be included.
- 5.5 In Schedule 2 (Requirements), in Requirement 10 (Traffic management), it is considered that the words "following consultation with the relevant planning authority" should be replaced with "following consultation with the *local highway authority*".
- 5.6 The requirements for the most part require details/information to be submitted to the Secretary of State for approval. There is nothing in the DCO, however, that identifies who/which authority is responsible for monitoring compliance with the approved scheme details or who is responsible for any enforcement action to secure compliance if/when necessary. This needs to be clarified.

6.0 Environmental Impacts arising from the development

- 6.1 The development will give rise to significant environmental impacts in respect of noise and vibration, and air quality both in the construction and operational stages of the development. These have been addressed in the applicants Environmental Statements and the approach to the analysis of the impact and mitigation is set out in the Statement of Common Ground with the Council. The Secretary of State must be satisfied that where impacts are identified as having a detrimental impact, these impacts must be adequately reduced/mitigated for both the construction and operational stages such that the quality of life and health and wellbeing of the residents of Wyre residents is not harmed.
- 6.2 Similarly the development will give rise to significant impacts upon the landscape and biodiversity both in the construction and operational stages of the development. These have been addressed in the applicants Environmental Statements. The Secretary of State must be satisfied that where impacts are identified as having a detrimental impact, these impacts must be adequately reduced/mitigated for both the construction and operational stages. It is acknowledged that particularly in respect of landscape and visual impact, there will be significant harm during the construction stage and during the operational stage for a number of years until landscaping and new woodland planting can establish.

7.0 Socio Economic Impacts arising from the development

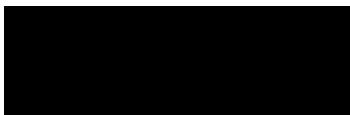
- 7.1 The Council has recently adopted its Local Plan which makes provisions for both housing and economic growth up to 2031. This growth can only be sustainable if it is supported by the necessary provision of infrastructure. The Council's Infrastructure Delivery Plan (IDP) which supports the Local Plan identifies the necessary transport infrastructure improvements which are required to support sustainable growth. This includes improvements to the A585(T) along its corridor, from J3 M55 to Fleetwood. It is acknowledged that there have been improvements to certain key junctions e.g. West Drive, and Bourne Way, Thornton,

and proposed improvements arising from the proposed Norcross roundabout improvements and this scheme. However, without a comprehensive approach to the whole corridor, the growth, particularly economic growth, may be stifled. There is a danger, particularly as traffic numbers grow with housing growth, that improvements to one or more junctions as is proposed, will simply amplify issues at junctions up or downstream. Furthermore, any beneficial impacts of the scheme may be negated by congestion or safety issues at other junctions or sections of highway. The Secretary of State must therefore consider this proposal in the light of the needs of the whole A585(T) corridor from and including J3 M55 to Fleetwood, in order for the economic growth and regeneration identified in the Local Plan to be forthcoming.

8.0 Summary and conclusion

- 8.1 The council support the proposal in principle but acknowledge that there will be some significant environmental impacts, particularly during the construction stages and during the short term during the operational stage, until the full effect of mitigation works are in place. The council expect the Secretary of State to balance the overall benefits of the scheme and their contribution to supporting the recent and future growth of this part of the borough against the adverse impacts that may be experienced during both the construction, and particularly the operational stage.

Signed on behalf of Wyre Borough Council



Head of Planning Services

Date: 14 May 2019