



Meeting Agenda

Planning Policy Scrutiny Committee
Town Hall, Lytham St Annes
12 October 2006, 7:00pm

PLANNING POLICY SCRUTINY COMMITTEE

MEMBERSHIP

CHAIRMAN - Councillor Kevin Eastham
VICE-CHAIRMAN – Councillor Colin Walton

Councillors

John Bennett	Harold Butler
George Caldwell	Trevor Fiddler
Raymond Norsworthy	Heather Speak
William Thompson	

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CORPORATE OBJECTIVES

The Council's investment and activities are focused on achieving our five key objectives which aim to :

- Conserve, protect and enhance the quality of the Fylde natural and built environment
- Work with partners to help maintain safe communities in which individuals and businesses can thrive
- Stimulate strong economic prosperity and regeneration within a diverse and vibrant economic environment
- Improve access to good quality local housing and promote the health and wellbeing and equality of opportunity of all people in the Borough
- Ensure we are an efficient and effective council.

CORE VALUES

In striving to achieve these objectives we have adopted a number of key values which underpin everything we do :

- Provide equal access to services whether you live in town, village or countryside,
- Provide effective leadership for the community,
- Value our staff and create a 'can do' culture,
- Work effectively through partnerships,
- Strive to achieve 'more with less'.



A G E N D A

ITEM	PAGE
1. DECLARATIONS OF INTEREST: <i>In accordance with the Council's Code of Conduct, members are reminded that any personal/prejudicial interests should be declared as required by the Council's Code of Conduct adopted in accordance with the Local Government Act 2000.</i>	4
2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the Minutes of the Planning Policy Scrutiny Committee held on 25 July 2006.</i>	4
3. SUBSTITUTE MEMBERS: <i>Details of any substitute members notified in accordance with council procedure rule 26.3</i>	4
4. M55 TO NORCROSS LINK ROAD	5 – 11
5. ECONOMIC IMPACT STUDY - BLACKPOOL INTERNATIONAL AIRPORT	12 – 21
6. LOCAL DEVELOPMENT FRAMEWORK - JOINT WORKING WITH BLACKPOOL AND WYRE	22 – 25
7. HOUSING LAND POSITION: APRIL 2006	26 – 28
8. SUSTAINABILITY APPRAISAL OF THE LOCAL DEVELOPMENT FRAMEWORK	29 – 44

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	12 TH OCT 2006	4

M55 to Norcross Link Road

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

To advise Committee that Lancashire County Council is undertaking a public consultation exercise in respect of alternative routes for the above road.

Recommendation/s

1. That the Committee recommends to the Portfolio Holder that pending the outcome of the public consultation process it is minded to support the Yellow Route;
2. That Lancashire County Council be advised accordingly;
3. That the Committee requests that it be informed the outcome of the public consultation process and considers the matter again in the light of those results.

Executive Portfolio

The item falls within the following executive portfolio[s]:

Development and Regeneration (Councillor Roger Small)

Report

Background

The Committee will be aware that for many years the road links between the M55 (Junction 3) and Norcross have been subject to severe congestion at peak times.

The process of identifying solutions to the problem began in the 1980's after which a public consultation exercise was undertaken into published alternative Red, Yellow and Pink route options in 1990. In 1992 the Red Route (Fylde Coast easterly By-pass) was identified as the preferred option by the Secretary of State for Transport.

Fylde Borough Council supported the Red Route option at the time and the route was included in successive reviews of the Fylde Borough Local Plan. However in the Trunk Road Review in 1994, the Department for Transport withdrew its proposal for the scheme.

Lancashire County Council continued to safeguard the route for many years but now has resolved to relinquish this.

Fylde Coast Sub-regional Transport Study

In response to the problems of congestion which have increased over recent years, a study was carried out in 2004/05 to re-assess the options for reducing the congestion in the A585 corridor. The study was commissioned by Lancashire County Council, Blackpool, Wyre and Fylde Councils, the Highways Agency and the North West Regional Assembly.

The study recommended a number of improvements to public transport including refurbishment and extension of the Blackpool to Fleetwood Tramway. It also supported the provision of an improved dual carriageway road connection between the M55 and Norcross.

A number of route options were developed out of the study and these are currently the subject of a public consultation exercise.

Route Options

Five route options (Yellow, Red, Blue, Pink and Purple) have been identified. Indicative alignments are shown on the attached map.

The orange section of road between Little Singleton and Norcross is common to the Blue, Pink, Purple and yellow routes. For this section there are alternative north and south options between Little Singleton and Skippool.

Between Skippool and Victoria Road, widening of the existing road is proposed.

The details of each option as indicated by LCC are shown below. All costs are based on 2004 prices.

Red Route

Cost: £190m

- The most effective option for reducing congestion on north-south routes in Blackpool;
- Has the most significant environmental impacts of all the options, passing through large sections of greenbelt land and close to the edge of Marton Mere nature reserve;
- Passes in close proximity to densely populated areas;
- Would require flyovers at junctions;

- Is significantly more expensive than other options and is the most difficult to construct.

Blue Route

Cost: £104m

- Runs parallel to the Blackpool North railway line, which reduces the environmental impact and the effect on local communities;
- Assists in reducing congestion on the north-south routes in Blackpool;
- Requires a new junction on the M55 which is against Government policy and is unlikely to be accepted;
- A new junction at this location would not meet Highway Agency standards for safe junction spacing.

Pink Route

Cost: £114m

- Runs close to the route of the existing A585;
- Does not reduce congestion on north-south routes in Blackpool.

Yellow Route

Cost: £96m

- Provides the most direct route between the M55 (Junction 3) and Norcross;
- Is a rural route passing through open farmland;
- Does not relieve congestion on north-south routes in Blackpool;

Purple Route

Cost: £129m

- The southern section of the route runs parallel to the existing A585;
- The northern section of the route provides a more direct link between the M55 and Fleetwood than the Pink Route;
- Does not reduce congestion on north-south routes in Blackpool.

North/South Options (Blue, Pink, Purple and Yellow Routes)

- The north option will improve access for trips travelling north over Shard Bridge;
- The south option provides a more direct route between the M55 and Fleetwood.

Consideration of the Options

The Fylde Coast Sub-regional Transport Study having assessed the alternative routes against the study objectives and government objectives, concluded that the Red, Pink, and Purple routes should be rejected and that the Blue and Yellow routes should be carried forward for further consideration. The study also rejected a Green Route which was a low cost option which was identical to the northern section of the Purple Route. The conclusions of the study were based on matters including the following:

The Red Route whilst being the most effective option in terms of reducing journey times between the M555 and Fleetwood and relieving the north-south routes in Blackpool, the environmental impacts of the scheme and the level of financial/construction risk were found to be unacceptable. (Reject)

The Pink Route reduces congestion on the A585(T) by providing an up-graded parallel route, but the option would not improve the environment for the local communities along the road in Fylde Borough. (Reject)

The Purple and Green Routes reduce congestion on the A585(T), but there would be significant impacts in terms of severance for the local community as the scheme bisects the area between Singleton village and Singleton crossroads. (Reject)

The Blue Route addresses congestion problems on the A585(T) and provides some relief to the north-south routes in Blackpool. (Carry Forward)

The Yellow Route provides effective relief to the A585(T) and the level of financial/construction risk is relatively low. (Carry Forward)

On the basis that the Blue route is now stated to be unlikely to meet with Highway Agency standards and is therefore unlikely to be accepted, it is recommended that the County Council should be advised that this Council is minded to support the Yellow Route.

The yellow route is the most effective option for removing traffic from the A585 between Windy Harbour and Singleton Cross Roads, it does not impact directly on existing settlements and delivers quicker drive times between the M55 and Fleetwood. Whilst it does not have the benefits of achieving better north-south movement along the Fylde coast and will introduce a new road into a rural corridor, given the relatively low cost of the option, it may have a better chance of being implemented.

The Committee may feel that it would not be appropriate to formally and finally commit to the recommended route (or any other route) until the results of the public consultation exercise are known and thus taken into account.

Consultation Exercise

The public consultation exercise will run between the 2nd and 30th October during which time 12 unstaffed exhibitions will be mounted at various locations in Fylde Wyre and Blackpool.

Three staffed exhibitions will be held at Staining Village Hall (5th October), Singleton Village Hall (11th October) and Teanlowe Shopping Centre, Poulton (13th October).

Future Stages and Implementation

Lancashire County Council will consider the results of the consultation exercise together with the technical assessment of the routes. A preferred route will be chosen and further investigation of the preferred route will then take place to establish the precise alignment and layout of junctions. There will be further consultation on the detailed plans before these are finalised.

Implementation of the eventual scheme is programmed in the draft Regional Spatial Strategy for the period beyond 2021.

Implications	
Finance	No direct implications for FBC
Legal	No direct implications
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	Although it introduces a new road into an undeveloped rural corridor, it does maximise the reduction of traffic and increases journey times.
Health & Safety and Risk Management	No direct implications

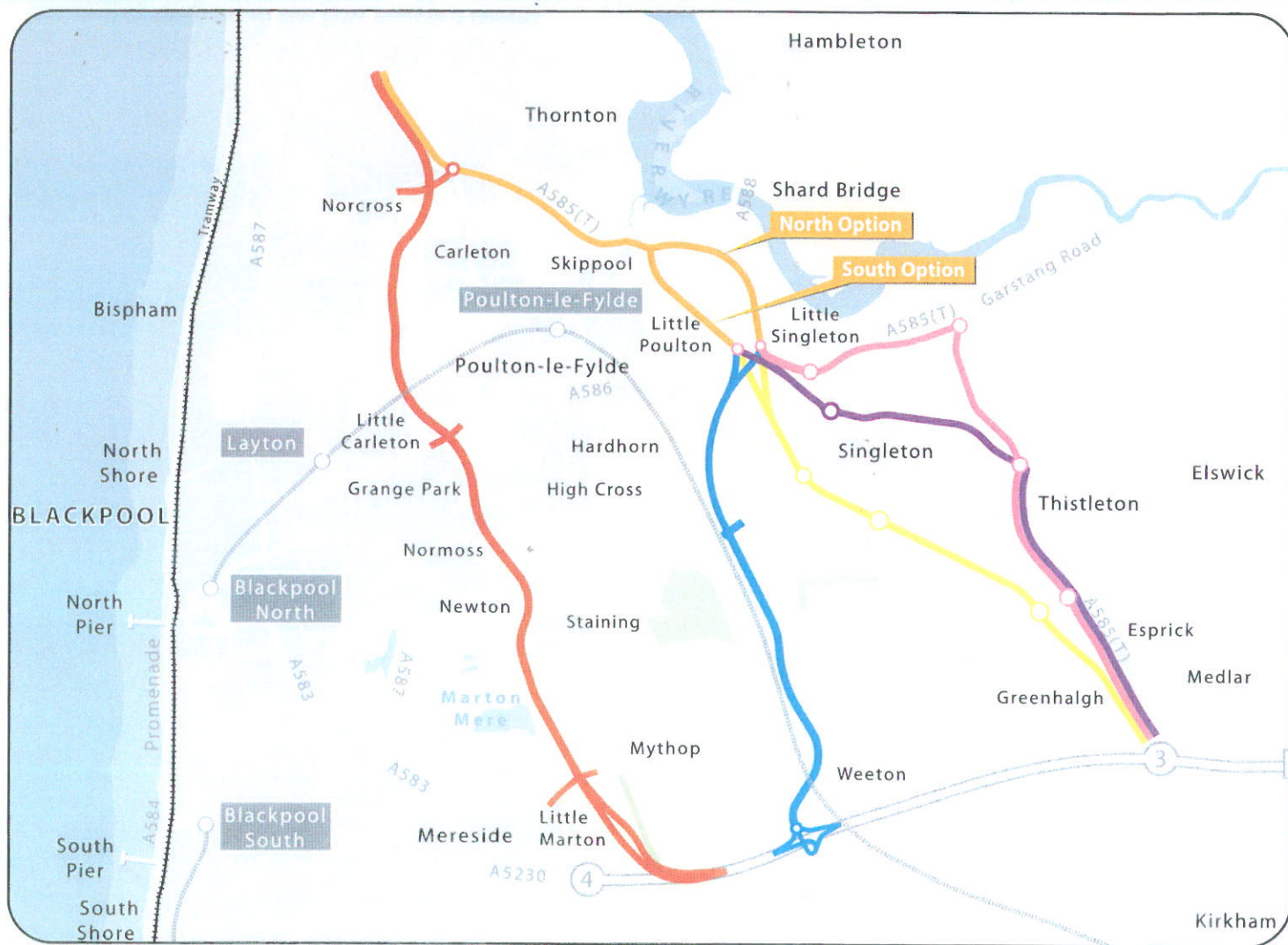
Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	Sept 2006	

List of Background Papers

Name of document	Date	Where available for inspection
File I12		Local Plans Section Town Hall St Annes

Attached documents

1. Map showing alternative route options.



REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	12 TH OCT 2006	5

ECONOMIC IMPACT STUDY BLACKPOOL INTERNATIONAL AIRPORT

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

This report identifies the main findings of the above study.

Recommendation/s

That the content of the study be noted.

Executive Portfolio

The item falls within the following executive portfolio[s]:

Development and Regeneration (Councillor Roger Small)

Report

Introduction

1. York Aviation LLP (YAL) was appointed by Lancashire Economic Partnership (LEP) to undertake a study into the economic impact of Blackpool International Airport in May 2006. The study was funded by the following bodies and YAL were assisted throughout the study by a Steering Group of the same bodies:
 - Lancashire Economic Partnership;
 - Blackpool Airport (City Hopper Airports);
 - Blackpool Council;
 - Re Blackpool;
 - Fylde Borough Council;
 - Wyre Borough Council;
 - Lancashire County Developments Ltd.;
 - Lancashire and Blackpool Tourist Board.
2. The aim of the study is to improve the understanding of the airport's role in the local area and the sub region and its ability to act as a driver for economic development. In particular, the study will be used to inform a variety of processes, including:
 - Public Sector Strategy Development, including the Lancashire Economic Strategy and the Central Lancashire City Region Development Plan;
 - Public Sector Funding, providing an informed context for decisions regarding public sector funding;
 - Planning Policy, in particular to inform the development of the Regional Spatial Strategy and the Local Development Framework;
 - Airport Strategy Development, to complement the development of the Master Plan.

Main Findings of the Study

National, Regional and Local Policy

3. In December 2003, the UK Government published the new air transport White Paper, 'The Future of Air Transport'. At the heart of this strategy for the future development of the industry is recognition of the vital role that airports play in a modern economy in terms of:
 - their role as facilitators of economic activity in the wider economy through the connectivity they provide;
 - their importance to sub-regional and regional economies as major employers and generators of economic prosperity.
4. In relation to Blackpool Airport, the White Paper states that:

"The airport should be capable of developing the additional capacity it needs in order to handle the levels of traffic it might attract (including terminal and apron capacity, and possibly a short runway extension) within its existing boundaries and land ownership. We consider, therefore, that any proposals that come forward to cater for future expansion should be determined locally."
5. In terms of regional policy, it is important to note that Lancashire is the second largest economy in the North West, with a Gross Value Added of over £19 billion. It is also the third largest population with over 1.4 million people living in the sub-region.
6. The updated Regional Economic Strategy (RES) for the North West was launched in March 2006 and sets out a twenty-year vision and a three-year action plan for the economic development of the whole region. Blackpool is acknowledged as Britain's top seaside resort is and identified as a regional asset. The Blackpool Master Plan is also listed as a transformational action within the context of the regional economy.
7. The RES also sets out a number of 'Key Actions', some of which relate to Blackpool. These are as follows:
 - *"Implement the Blackpool Masterplan, including Blackpool as the priority location for regional casino development in the UK."*
 - *"Grow Blackpool Airport as set out in the Future of Air Transport White Paper....Growth at Blackpool Airport will support the regeneration of Blackpool."*
 - *"Support the development of more international business and inbound tourism routes serving the region's airports..."*
8. The Northern Way Growth Strategy 'Moving Forward - the Northern Way' was published in September 2004 and sets out the intention to "prepare a northern airports priorities plan and improve surface access to key northern airports". The Northern Way also notes the substantial evidence that airport growth attracts jobs.
9. The initial City Region Development Programme (CRDP) was produced in May 2005 and is currently being updated. Lancashire Economic Partnership (LEP) is charged with the delivery of the programme, which contains 8 priorities for action: the 3 most relevant in the context of the present study are Blackpool tourism; advanced

manufacturing; and connecting the City Region (internally and externally). The CRDP also notes that the development and expansion of Blackpool Airport as the City Region Airport for Central Lancashire, together with associated investments in public transport routes to the airport, is critical to facilitating the growth of visitors into Central Lancashire and beyond into Cumbria and ensuring the international connectivity that will underpin our future economic performance.

10. The Draft Lancashire Economic Strategy also notes the economic importance of Blackpool Airport, which is identified as a key contributor towards employment and GVA growth, to the benefit of the whole of Lancashire.
11. The Regional Spatial Strategy (RSS) for North West England provides a framework for the physical development of the region over the next fifteen to twenty years. The RSS is drawn up by the Regional Assembly and is currently subject to public consultation and Examination in Public in late 2006. It proposes that plans and strategies should support the economic activity generated and sustained by the region's airports
12. From the local policy perspective, Blackpool Airport is situated within the Borough of Fylde, which makes Fylde the principal relevant planning authority for the Airport. Most of the land within the airport's curtilage is designated as Green Belt, and although airports do have permitted development rights in relation to their operational requirements, and most of the development detailed in the Blackpool Airport Master Plan is operational, some larger developments, such as a new terminal, would require planning permission.
13. The Blackpool Local Plan and Local Transport Plan both refer to the Airport in relation to a range of possible improvements to surface access. The Local Plan also states that the Airport will be consulted, where appropriate, on proposed relevant development within the Borough.
14. The Blackpool Masterplan, which sets out a major programme of regeneration for Blackpool, recognises the enormous potential for growth in air travel and assumes that this will build up in response to casino-led regeneration. The Blackpool Regeneration Framework and the Strategy for Blackpool's Visitor Economy also set out the local commitment to further supporting the Airport through improvements to surface access, and to exploiting the connectivity opportunities offered by the Airport.
15. There is a commitment running through all the relevant regional and local policy documents to support airport development within a sustainable context, balancing the economic benefits of growth and expansion with the need to mitigate any environmental impact.

Blackpool Airport Today

16. The rapid growth in passenger throughput from 2003/4 onwards has been a result of the successful attraction of low cost carriers (LCCs) by the new owners of Blackpool Airport, City Hopper Airports, following the acquisition of the majority of the Airport from Blackpool Council in 2004.
17. Over the period 2000 to 2005, compared with growth at other UK regional airports, Blackpool Airport has been the fastest growing UK regional airport, with passenger throughput for 2006 expected to be around 700,000, almost double the throughput achieved in 2005

18. There is also a significant level of private and leisure flying and several flying schools and clubs operate from the airfield. Helicopter operations, which carry workers to and from the offshore gas rigs, are also an important component of the overall business, as are business jet movements. The level of cargo throughput is currently minimal
19. The Airport's main runway (Runway 10/28), at 1,869 metres in length, is suitable for most short haul commercial operations, although some aircraft may not be able to operate at maximum take off weight and may therefore have a reduced range or payload capability. The Airport Master Plan sets out proposals to construct a parallel taxiway, which would increase current runway capacity.
20. The terminal building was refurbished in early 2006 to provide a capacity of 2 million passengers per annum, although the current rapid growth may see this level of throughput reached within the next few years at which time an extension or a new terminal may be required. Given that the most likely direction of extension or of new build will be towards the east of the current terminal there may also be a requirement to re-locate some hangars.
21. Ancillary activities, such as private flying clubs and aircraft hangars, are currently accommodated on the north side of the airfield, although the Draft Master Plan indicates that it may be necessary to re-locate some of these activities as the Airport and the Business Park expand. The Business Park itself is independent of the Airport operation, but its growth will work in synergy with the Airport's growth.

Forecasts and Market Analysis

22. Forecasts for Blackpool Airport were prepared by the Route Development Company (rdc) as part of the work that led up to the recent publication of the Airport's Draft Master Plan. rdc produced two sets of forecasts up to 2030: the first is a Base Case Scenario and the second is a High Case Scenario. The Base Case forecasts 3.35 million passengers per annum by 2030 and the High Case forecasts 4.3 million passengers per annum by 2030.
23. The consultants believe that the basic forecasting methodology used by rdc is a sound basis for forecasting future growth at Blackpool Airport, in terms of building up demand on a route by route basis. They also believe that rdc were correct to assume that the Airport will gain most by targeting the low cost segment of the market. However, the relatively high market capture implicit in the forecasts appears to be justified in large part on the basis that the development of a super-casino will result in significant additional visitors being attracted to visit the area by air.
24. The consultants agree that it is possible that the development of a super-casino in Blackpool could indeed stimulate high levels of inbound traffic. However, given that the super-casino is not a foregone conclusion, we consider it prudent in terms of assessing economic impact to consider a 'natural growth' scenario for the Airport as well, which would reflect the circumstances in which the super-casino does not take place, as a downside sensitivity of the economic impact of the Airport.

Economic Impact

25. The Study contains estimates of the employment and income impact of Blackpool Airport, based on information regarding employment by on-site companies and assumptions relating to the operation of the Lancashire economy. Estimates are provided for the Lancashire sub-region, although it should be noted that with this

methodology we are relying on broad sub-regional multipliers and consequently the estimates are equally applicable to the more narrowly defined Central Lancashire City Region.

26. The overall approach adopted in order to estimate the economic impact of Blackpool Airport is based on a framework of four categories of effect: direct, indirect, induced and catalytic. It is possible to generate robust quantitative estimates of the first three categories of impact, but catalytic impact is more complex and we discuss this later in the report.
27. At present, Blackpool Airport directly supports around 390 fte jobs and generates around £11 million of income in the Lancashire economy. Through indirect and induced effects, it is estimated that the Airport supports up to 310 additional ftes and generates a further £9.2 million of income. Based on the growth in passengers at the Airport outlined, it is estimated that by 2030 the Airport will support between 1,290 ftes and 2,640 ftes and generate between £64.2 and £130 million of income (at 2005 prices) depending on the growth scenario.
28. The consultants consider the Master Plan Base Scenario to be the most likely estimate of future growth. This envisages Blackpool Airport growing to around 2.7 million passengers by 2015 and on to 3.4 million by 2030. On this basis, it is estimated that Blackpool Airport will support between 1,860 ftes and 2,210 ftes by 2015 and will generate between £69.5 million and £81.8 million (at 2005 prices) of income. As passengers grow to 2030, employment supported could grow to between 1,740 and 2,060, generating between £86.0 and £101.3 million (at 2005 prices) of income.
29. These estimates of employment and income impact do not include economic activity supported through the catalytic impact of the airport, which is discussed in detail in the next section of the report. In the context of a modern developed economy, it is considered that the wider catalytic benefits of the Airport to be the more important element overall.

The Wider Economic Impact of Blackpool Airport

30. This impact describes the economic benefit brought to the sub-region by the connectivity offered by the Airport now and in the future, if the Airport grows as is forecast in its Master Plan.
31. For companies, the potential advantages of a location near an international airport include access to international suppliers, customers and markets, other parts of the company, and air freight, where security and speed of transport is important. These advantages do not stem from the existence of the airport itself, but from the range and frequency of international scheduled services. The existence of substantial low cost outbound leisure traffic is also relevant in this context to the extent that it can help to underpin the financial viability of the airport's facilities and assist companies with the attraction and retention of staff.
32. On an anecdotal basis, some evidence exists that local and regional companies value the services offered by Blackpool Airport and that their location decisions could be influenced by it. Companies spoken to said that using Blackpool Airport was a user-friendly experience, with lower car parking charges and fewer queues.
33. At the heart of an airport's ability to influence company location decisions and to support productivity and competitiveness is the strength of the route network it provides

in terms of its usefulness in serving destinations and markets that are required by the potential investors and the existing local business base.

34. An analysis was undertaken of the service offer at Blackpool Airport consisting of a connectivity index for airports within a one hour drive time of the centre of Preston, the key centre for the city region. The central conclusion from this analysis must be that at present Manchester Airport is the primary driver of air service connectivity to the Lancashire business base, but that Blackpool Airport provides useful 'local' connectivity to businesses primarily on the London Stansted route. Over time, the balance in this picture is likely to change slightly. Manchester Airport will remain the primary influence, but if Blackpool Airport is able to expand its services as envisaged in the Master Plan forecasts then it will increasingly provide a viable, more convenient and easier option for travel to short-haul destinations in Europe.
35. The consultants considered those sectors identified within the Lancashire Economic Strategy as being either key to GVA or employment growth that are also identified as either drivers of demand for business related air services or as being particularly sensitive to the availability of air service connectivity. This analysis demonstrates that there is a strong degree of confluence between the sub-region's growth sectors and those with a need for air services. In terms of what this means in relation to the future impact of Blackpool Airport depends on both the expected growth in these sectors being achieved and the Airport developing as expected. If both these scenarios come about, then Blackpool Airport is likely to play an increasingly important role in providing convenient, rapid access to European destinations as an alternative to the main connectivity provider for the area, Manchester Airport.
36. Tourism is a major factor in the Lancashire economy, not only because of the number of jobs supported but also because of the spending power of tourists. England's North Country Strategic & Marketing Plan notes that there were 3 million overseas visitors to the North of England in 2003, representing 12% of the UK international market, and that these visitors spent some £1,122m. The North West Regional Tourism Strategy sees Blackpool as a key regional asset as Britain's top seaside resort and Blackpool's revival is identified as a 'signature project'. Blackpool Airport's significance is also referred to in the Lancashire & Blackpool Tourist Board's Destination Management Plan, and the Lancashire & Blackpool Visitor Economy Strategy.
37. It is clear that Blackpool Airport could potentially act as a gateway not only to the well-know UK seaside resort that is Blackpool, but also to Cumbria and the Lake District, as well as to Lancashire's own tourist attractions. The importance of the Airport to Lancashire, Blackpool and Cumbria is reflected in the fact that the Lancashire and Blackpool Tourist Board and Cumbria Tourist Board have recently obtained some marketing funding from NWDA to promote Blackpool as the gateway to Lancashire and the Lake District.
38. There was a desire to see further research on what overseas visitors may value most highly in terms of a visit to the UK and how Blackpool's offer, and that of the wider region, matched up to those expectations. It was also noted that further research is proposed to improve understanding of the likely markets for a super-casino in Blackpool.
39. In terms of the casino bid, it is clear that this is of huge significance to Blackpool's long term regeneration. There is little evidence to suggest that the Airport itself is a critical factor in the Casino Advisory Panel's criteria for awarding the licence, but if Blackpool is successful in winning the licence for a super-casino, casino operators may find the

Airport an important factor in their operation, although it is unclear the extent to which very high volumes of inbound passengers might be generated. The Airport is likely to experience growth in any event, although the regenerative effects of Blackpool winning the casino bid would undoubtedly be beneficial in expanding the Airport's potential markets.

40. It is also important to note the positive effect the Airport can have on the image and perception of Blackpool and Lancashire as a place to live, visit, work and do business, and this can lead to tangible positive impacts. The air service offer provided by Blackpool can also significantly improve the quality of life of residents within its catchment.

Maximising the Potential

41. Possible mechanisms were considered by which the public sector might act in support of the continued development of Blackpool Airport and to maximise the potential deriving from that development, whilst acknowledging the consideration NWDA has already given to forms of intervention, and bearing in mind that the future growth of the Airport is predicated on a number of assumptions. No assumptions were made by the consultants about the need for public sector intervention in the case of Blackpool Airport, as the evaluation of the need for intervention would require a detailed analysis of the Airport's finances, which is outside the scope of the brief for this study. However, indicated in broad terms are the areas in which intervention *might* be considered, should a need for public sector intervention be established.
42. Although the scope for public sector intervention has diminished somewhat in the light of the recent EU Guidelines and what they have to say about direct route support, there is still scope for consideration of other forms of intervention that would be of direct benefit to Blackpool Airport.
43. The consultants believe in the case of Blackpool Airport that any such intervention would probably best be targeted in the areas of infrastructure, surface access, marketing, or skills needs.
44. Before public sector support can be contemplated, however, the supporting organisation must satisfy itself that the direct and wider economic benefits that would flow from such intervention can be identified and quantified. It is important to stress that, at this stage, the consultants have not carried out any detailed appraisal of a specific proposal for public sector support. Rather the consultants looked in general terms at the ways in which the public sector might support the development of Blackpool Airport.
45. The Blackpool Resort Masterplan and Investment Programme will also attract significant public and private sector investment over the coming years. Much of this will benefit the development of the Airport through funding of infrastructure projects and helping to make Blackpool an attractive visitor destination to overseas markets.
46. The full draft report can be viewed on the Council's website.

Potential Interventions by this Council

47. The study identifies the possible types of intervention which could be undertaken by the public sector to support the expansion of commercial airport operations. These include:

- Route development funds
- Underwriting airline losses
- Marketing support
- Training support
- Airport infrastructure
- Surface access improvements

48. In terms of this Council's involvement in support and intervention as local planning authority, the latter two categories will be relevant. In particular, whilst much of the operational development proposed at the airport would fall within permitted development provisions, some development will require planning permission.

49. The Airport together with this Council and other partners is currently progressing work on a surface access strategy.

50. Outside the planning function, the Council may have a minor part to play in the marketing of the airport's operations.

Relationship to Possible Airport DPD

51. A report was considered by this Committee at its meeting on 13th April 2006 regarding the possible undertaking of an Area Action Plan for Blackpool Airport. The Economic Impact Study was one of the documents which was being awaited to inform deliberations on that issue.

52. A report on that issue will be brought when consultation responses have been received from various parties.

Implications	
Finance	No direct implications
Legal	No direct implications
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	No direct implications
Health & Safety and Risk Management	No direct implications

| | |

Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	September 2006	

List of Background Papers		
Name of document	Date	Where available for inspection
Economic Impact Study Blackpool International Airport File I15		Local Plans Section Town Hall St Annes

Attached documents

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	12 TH OCT 2006	6

Local Development Framework

Joint Working with Blackpool and Wyre

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

This report discusses whether this Council should seek to engage in a full joint working arrangements with Blackpool and Wyre Borough Councils on elements of the Local Development Framework.

Recommendation/s

That Committee considers the principles of parallel and full joint working as addressed in the report.

That Committee indicates an initial view as to whether it would want to explore further the concept of full joint working.

Executive Portfolio

The item falls within the following executive portfolio[s]:

Development and Regeneration (Councillor Roger Small)

Report

Existing Situation

At the present time, on the basis of government advice, this Council's Local Development Scheme anticipates working jointly with Blackpool and Wyre Councils on three Local Development Documents. These are:

- Core Strategy: to be formally commenced in June 2007, the Core Strategy will define the spatial vision, strategic objectives and spatial strategy for the borough. This will be a broad strategic overview of what kind of place the borough should be in the future, what changes will be needed to make this happen and how such changes will be brought about. Main areas for future development will be identified in principle (but not in detail).

It is anticipated that pre-production work including surveys and engagement of consultants to produce the evidence base will be undertaken on a joint basis. However, under current arrangements, the production of the DPD would be undertaken separately by each authority, hopefully to a common timetable.

- Housing Land Allocations DPD: to be formally commenced in January 2008, the DPD will identify the Council's allocations of land for housing development. The joint arrangements would be as above.
- House Extensions SPD: work is already under way. The SPD will provide guidance to developers, agents and the general public on matters relating to house extensions, which after adoption by the separate Councils will hopefully be consistent across the three local authority areas.

Matters for Consideration

This report raises the issue of whether the arrangements for partial joint working (as described above) should be extended to embrace full joint working in respect of some elements of the LDF work.

The outcome of the Regional Spatial Strategy could have implications for this, particularly if the regional town of 'Blackpool' is defined as embracing Fleetwood and Lytham St Annes. Also of significance will be whether housing figures and employment land figures are produced on a district wide basis or a sub-regional basis, and whether current statements contained in RSS regarding the potential allocation of part of one district's housing requirement within another continue to feature in the final document.

Draft PPS3: Housing lays significant emphasis on local planning authorities planning for housing on the basis of 'housing market areas' rather than local authority boundaries. In Fylde Borough the area is divided between the Blackpool housing market and to a smaller extent, the Preston housing market.

Your officers' view is that preparation of the Core Strategies could continue to be prepared individually by the three authorities providing that parallel working in close consultation with each other resulted in DPDs which were compatible in terms of their spatial vision and strategy.

Full joint working on the Core Strategy involving the three authorities would provide a higher degree of certainty in terms of producing a compatible approach since the output would be a single joint plan. However, from a perspective taken today, full joint working could be more difficult to achieve in a political sense and could extend the preparation period. Your officers' view at today's date is that full joint working would not be necessary.

However, in respect of the land allocation DPDs, depending on the final content of the Regional Spatial Strategy and PPS3, regarding planning for housing market areas and cross border allocations, separate but parallel working could lead to difficulties. This is because there would be restricted ability within the framework of separate plan making to consider cross border issues e.g. whether sites in one district would make better or more sustainable allocations than sites in another.

Full joint working would include:

- Joint land availability studies
- Joint urban potential studies
- Joint housing market studies
- Joint working on site identification, site selection and the development of preferred options
- Joint sustainability appraisal
- Joint examination in public
- Joint publication of a single document.

The purpose of this report is not to obtain a decision from Members today. The way forward on land allocations DPDs will be informed by the content of Regional Spatial Strategy and PPS3 when these are finally published and perhaps other guidance which may be issued from central government.

The purpose of the report is to raise the issue at a relatively early stage, to ask Members to think about the issue of joint working with Blackpool and Wyre Councils on LDF matters so that discussions (if it is felt appropriate) can take place on the issue, and to obtain an initial view as to whether this is something that should be explored further.

Implications	
Finance	Joint working could reduce plan production costs through sharing information and economies of scale.
Legal	Joint working may involve new political mechanisms for decision making.
Community Safety	No direct implications.
Human Rights and	No direct implications.

Equalities	
Sustainability	Sustainability appraisal of all LDDs is a statutory requirement.
Health & Safety and Risk Management	Joint working would involve risks to effective project management.

Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	Sept 2006	

List of Background Papers		
Name of document	Date	Where available for inspection
File P28		Local Plans Section Town Hall St Annes

Attached documents

None

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	12 TH OCT 2006	7

Housing Land Position: April 2006

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

To advise Committee of the housing requirement and supply situation as at April 2006 in terms of the housing figures contained in the Joint Lancashire Structure Plan and the Submitted Draft of the Regional Spatial Strategy for the North West of England.

Recommendation/s

1. That the report be noted.
2. That the Committee recommends to the Portfolio Holders that a new housing needs survey be commissioned within the next 3 months.

Executive Portfolio

The item falls within the following executive portfolios:

Development and Regeneration

Councillor Roger Small

Community and social Wellbeing

Councillor Patricia Fieldhouse

Report

Background

Members are aware that the main housing policy (Policy HL1) in the Fylde Borough Local Plan (As Altered) 2005 restricts new housing development unless it falls within one of the defined exceptions. This situation was brought about as a result of the existing Regional

Spatial Strategy reducing housing numbers in the shire counties in favour of increasing the numbers in the main city conurbations.

The Planning Policy Section monitors and updates the housing requirement and supply figures annually. The April 2006 update shows that against the adopted Joint Lancashire Structure Plan (JLSP) the need for housing restriction continues to apply. The following figures demonstrate that current commitments are sufficient to last until 2017.

	Dwellings
JLSP Housing Requirement 2001 - 2016	2325
Dwellings Built 2001- 2006	1147
Dwellings Under Construction and with Planning Permission	1331
Housing Requirement to March 2016: $2325 - 1147 - 1331 =$	- 153

However, if the same calculation is made using the housing requirement figure contained in the submitted draft of RSS, this shows a requirement for an additional 3,612 dwellings over existing commitments in the period to 2021.

	Dwellings
RSS Housing Requirement 2003 - 2021	5500
Dwellings Built 2003 - 2006	557
Dwellings Under Construction and with Planning Permission	1331
Housing Requirement to March 2021: $5500 - 557 - 1331 =$	3612

The above figures provide only a four year supply of housing land, taking into account the fact that dwelling completions to date have been below the anticipated annual rate of development.

This report is brought to Committee for information only at this time. However, the information is important since it could presage the need for a change in policy as the RSS moves towards adoption, if the RSS requirement figures remain the same, and depending on the level of housing commitments at next year's review.

If, for the sake of argument, the Council moved from a restrictive policy background to a more permissive situation, then Policy HL1 of the Local Plan would cease to have relevance and some other policy framework would have to be put in place.

It is anticipated that significant weight would have to be ascribed to the RSS once the Secretary of State has published formal changes to the document following the report of

the Panel next spring. Publication of proposed changes is expected in autumn 2007 with the final document being produced late in 2007.

Given the fact that we are programmed to undertake a Housing Land DPD in tandem with Blackpool and Wyre Councils and that this could take several years to complete, there may be a need to undertake an interim housing policy document in the spring/summer of next year. This would provide a potential opportunity to revise the current 60% requirement for affordable housing in Lytham St. Annes and Kirkam.

This itself would carry more weight if policy was determined against an up-dated housing needs survey. There is a need to update the 2002 survey in any event because this is now four years out of date.

Implications	
Finance	Significant financial implications would arise from the need to undertake a new housing needs survey.
Legal	Justification would have to be made for undertaking an interim housing policy document i.e. outside the new planning framework.
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	No direct implications
Health & Safety and Risk Management	No direct implications

Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	Sept 2006	

List of Background Papers		
Name of document	Date	Where available for inspection
Housing Land Availability Review 2006	April 2006	Local Plans Section Town Hall St Annes

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING & DEVELOPMENT	PLANNING POLICY SCUTINY COMMITTEE	12 TH OCT 2006	8

SUSTAINABILITY APPRAISAL OF THE LOCAL DEVELOPMENT FRAMEWORK

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

Current planning legislation requires all Local Development Documents (LDD) to be subject to sustainability appraisal (SA) throughout the preparation process.

The Scoping Report documents the preliminary scoping stage of the SA and its preparation is essential before SA of any LDD can be carried out. Ultimately when finally adopted it will be used as a tool to carry out the sustainability appraisal of each Local Development Document within the Local Development Framework.

Hyder Consulting UK has been commissioned by Fylde Borough Council to prepare a Sustainability Appraisal Scoping Report. The commission was undertaken jointly with other Lancashire Councils including Blackpool and Wyre (a FBC initiative).

The process requires that certain bodies should be consulted upon the scope and level of detail of the SA Report (this is achieved through consultation on the Scoping Report).

This report summarises the purpose of SA, the various stages that are involved and provides a summary of the Scoping Report.

Recommendation/s

1. To recommend to Council that the draft Sustainability Appraisal Scoping Report be agreed for the purpose of consultation.

Executive brief

The item falls within the following executive brief[s]:

Development and Regeneration: Councillor Roger Small

Report

Introduction

Sustainable Development is central to the reformed planning system. The purpose of sustainability appraisal (SA) is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of revisions to Regional Spatial Strategies (RSS) and for all new or revised Local Development Documents.

The requirement for SA of the Local Development Framework (LDF) is mandatory under the Planning and Compulsory Purchase Act 2004. The Act also stipulates that the SA must meet the requirements of the Strategic Environmental Assessment (SEA) Directive. The SEA Directive was transposed directly into UK law in July 2004 through the SEA Regulations.

The aim of the SA is to ensure that the principles of sustainable development are fully integrated into the preparation of the LDF through initiating the SA at the earliest possible stage of the LDF development. The SA will appraise each of the Local Development Documents that make up the LDF against sustainability criteria to ensure that the most sustainable options are chosen and ultimately to ensure that the performance of the LDF can be monitored against existing baseline conditions.

‘Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the inter-relationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development’

Planning Policy Statement 1: Delivering Sustainable Development (paragraph 24)

Sustainability Appraisal Stages within DPD Preparation

The DPD preparation process can be divided into four main stages which are pre-production, production, examination and adoption. Integration of SA into DPD preparation is fundamental to sound plan making.

DPD Stage 1: Pre-Production and Evidence Gathering

SA Stages and Tasks

Stage A: Setting the Context and Objectives, establishing the baseline and deciding on the scope.

- A1: Identifying the other relevant policies, plans and programmes, and sustainability objectives.
- A2: Collecting baseline information.
- A3: Identifying sustainability issues and problems.
- A4: Developing the SA Framework.
- A5: Consulting on the Scope of the SA. * *We are at this stage* *

DPD Stage 2 Production

Stage B Developing and refining options and assessing effects

- B1: Testing the DPD objectives against the SA Framework.
- B2: Developing the DPD options.
- B3: Predicting the effects of the DPD.
- B4: Evaluating the effects of the DPD.
- B5: Considering the ways of mitigating adverse effects and maximising beneficial effects.
- B6: Proposing measures to monitor the significant effects of implementing the DPDs.

Stage C: Preparing the Sustainability Appraisal Report

- C1: Preparing the SA Report.

Stage D: Consulting on the preferred options of the DPD and SA Report

- D1: Public participation on the preferred options of the DPD and the SA Report.
- D2(I): Appraising significant changes.

DPD Stage 3: Examination

- D2 (ii): Appraising significant changes resulting from representations.

DPD Stage 4: Adoption and Monitoring

- D3: Making decisions and providing information.

Stage E: Monitoring the significant effects of implementing the DPD.

- E1: Finalising aims and methods for monitoring.
- E2: Responding to adverse effects.

Purpose and Content of the SASR

Hyder Consulting (UK) Ltd was commissioned jointly by a number of Lancashire Councils, including Fylde Borough Council to prepare a SA Scoping Report. The Scoping Report documents the preliminary stages of the SA/SEA, and sets out the scope of the ensuing SA process. The SEA Directive requires that the authorities responsible for the preparation of the plan (LDF) shall seek views, on its scope and content, from the Countryside Agency, English Heritage, English Nature, and the Environment Agency and other bodies considered appropriate, with a balance being struck between those concerned with social, environmental and economic issues. Local Planning Authorities should allow five weeks for this stage of consultation.

The key aspects of the Scoping Report include:

- Characterising the environmental and sustainability baseline of the study area; including the key environmental and sustainability problems and opportunities;
- Identifying how the LDF should fit in the wider framework of other relevant plans, policies and environmental and objectives; and,
- Developing the SA appraisal framework (including SA objectives, indicators and targets) against which the LDF will be tested.

The Scoping Report has been prepared in two parts. There is a first general part which sets out the elements common to every Development Plan Document (DPD), and a second part which will report on each DPD individually. In the current case, the second part relates particularly to the Business and Industrial Land DPD. The part two section sets out the objectives of the individual DPD, the sustainability issues and problems specific to it, and any broad options to be considered.

The Scoping Report is a very substantial document. It is too large to be included as part of the Committee Report. However, it is a very interesting document which contains many useful facts and figures about the Borough. Pages 29-59 'Baseline Issues' and 'Identification of Key Sustainability Issues' are particularly useful in this respect.

A summary of part one of the Scoping Report and the full part two report are included as appendices. The full part one report is available on the Council's Website.

It should be noted that the Council has also to undertake a Strategic Flood Risk Assessment (SFRA) for the borough before it can proceed with main elements of the LDF. This can be done within the SASR or independently of it. The draft SASR as presented does not include the SFRA. Discussions are on-going with Blackpool and Wyre Councils regarding joint working on the SFRA.

IMPLICATIONS	
Finance	It may be necessary to re engage Hyder to carry out subsequent stages of the SA of the LDF
Legal	The requirement for SA of the LDF is mandatory under the Planning and Compulsory Purchase Act 2004. The Act also stipulates that the SA must meet the requirements of the

	SEA Directive.
Community Safety	None
Human Rights and Equalities	None
Sustainability	The SA will appraise all of the LDDs that comprise the LDF against sustainability criteria to ensure that the most sustainable options are chosen and ultimately to ensure that the performance of the LDF can be monitored against existing baseline conditions.
Health & Safety and Risk Management	None

REPORT AUTHOR	TEL	DATE	DOC ID
Julie Glaister	(01253) 658687	September 2006	

LIST OF BACKGROUND PAPERS		
NAME OF DOCUMENT	DATE	WHERE AVAILABLE FOR INSPECTION
Sustainability Appraisal of the Local Development Framework.	January 2006	www.fylde.gov.uk

Attached documents

Summary of part one of the Sustainability Appraisal Scoping Report

Part two of the Sustainability Appraisal Scoping Report

1 Summary

1.1 What are we doing?

Fylde Borough Council (FBC) is in the process of preparing a Local Development Framework (LDF) which will replace the existing Fylde Local Plan. As part of this process a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) is being undertaken.

1.2 Why are we doing the SA?

It is a legal requirement to undertake an SA of the LDF under the Planning and Compulsory Purchase Act 2004. The Act also stipulates that the SA must meet the requirements of the SEA Directive. The SEA Directive was transposed directly into UK law in July 2004 through the SEA Regulations¹. Although a legal requirement, SA is an essential tool for ensuring that the principles of sustainable development are considered throughout the plan's development and scrutinising planning policies, allocations and guidance for their broad compliance and contribution to sustainable development. **The overarching aim of the process is to contribute to better decision-making and better planning.**

1.3 SA and SEA – what is the difference?

The processes of SA and SEA share many similarities, although where SEA places an emphasises upon environmental issues, SA places a greater emphasis upon economic and social issues as well as the environment. By combining the requirements of the two processes, this SA will fully and equally consider the environmental, social and economic implications of the LDF and hence help it to be delivered with sustainable development at its core. Whilst there are formalised approaches for both SA and SEA, only SEA has a legal obligation to perform certain activities. These legal obligations have been and will continue to be adhered to throughout the SA process.

1.4 How is the SA undertaken?

The approach for the SA has followed the latest and most appropriate guidance and best practice published by the Office of the Deputy Prime Minister (ODPM). The SA process comprises the following stages:

¹ S.I. 2004 No. 1633 The Environmental Assessment of Plans and Programmes Regulations 2004

- **Stage A** – Setting the context, establishing the baseline and deciding on the scope;
- **Stage B** - Developing and refining plan options and assessing the plan's effects;
- **Stage C** – Preparing the SA Report;
- **Stage D** – Consulting on the SA Report at the same time as the Development Plan Document (DPD) OR Supplementary Planning Document (SPD); and
- **Stage E** – Monitoring the significant sustainability effects of implementing the DPD or SPD.

1.5 How much progress have we made?

We are currently nearing the completion of **Stage A** of the process. This stage sets the context for the rest of the study and essentially involves gaining a greater understanding of Fylde Borough and its key characteristics. The output of Stage A is this **Scoping Report** which is a consultation vehicle to engage stakeholders at an early stage in the process (see below).

The following elements have been undertaken during this stage:

A review of other relevant international, national, regional, sub-regional and local programmes and plans that could have implications for the SA and the LDF.

Around 100 plans and programmes were reviewed from, The World Summit on Sustainable Development (Johannesburg 2002), through to local Fylde plans. The key aspects and objectives of the international and national plans should 'trickle down' down to the local level. As such more attention has been placed upon reviewing local plans such as the Community Strategy and Housing Strategy and regional and sub-regional plans such as Action for Sustainability, the Northern Way and Ambition Lancashire. Cross-cutting themes were identified from environmental enhancement to crime and health, and where these themes and objectives could be positively achieved through the development of the LDF and the SA, this has been identified.

The collation of relevant baseline environmental, social and economic data to gain a better understanding of the borough;

This covered all of the baseline topics identified in the SEA Directive and further information regarding for example, deprivation, crime and the economy. This process was guided by the identification of baseline indicators.

The identification of potential environmental and sustainability issues and opportunities using the information collated during the above processes;

A summary of some of the key issues identified for the Borough includes:

- High proportion of elderly people. This has particular implications for appropriate housing and service provision.
- Large recent population rise due to in-migration has implications for housing provision and prices.
- Gap between skills and aspiration and availability of skilled jobs can lead to loss of young local skilled professionals.
- River water quality is generally poor across the borough and measures should be encouraged to improve this.
- Expansion of Blackpool airport may have air quality implications for the wider surrounding area.
- Flooding and flooding potential are important issues that are illustrative of climate change and have severe effects for residents. Flooding as a constraint should be given serious consideration in the development of the LDF. The causes of localised flooding and the means to reduce it should also be given serious consideration.
- High quality environment affords protection. There may be potential threats from increased tourism.
- International designated sites must be afforded the highest level of protection.
- Poor public transport provision in rural areas. Loss of Number 58 bus and failed attempts of rural partnerships to improve rural bus services have added to this. Opportunity to build upon proportion of new dwellings being built with access to bus stops.
- High car dependency due to geography of borough. Has implications for pollution, congestion and climate change.
- Need to diversify employment base to ensure long-term protection of employment and economic strength as currently a high dependence on a few major employers.
- Need more highly skilled jobs in local area to attract resident higher skilled population and retain students.
- Employment in farming is under threat.
- Crime rates are low and should be maintained although areas such as fear of crime, anti-social behaviour and drug and alcohol related crime are still problems, particularly in urban areas.
- Deprivation as a whole is low, although there are pockets in particular wards, most notably the more central urban wards that require attention. Wards of Ashton, Central and Kilnhouse in St. Annes have SOAs in the bottom third of IMD nationally.
- There is an opportunity to improve access to basic services and amenities in rural areas.
- Average house prices are high leading to affordability problems, particularly for local employees in lower income jobs.

Developing an appraisal framework comprising a series of Sustainability Appraisal Objectives and indicators against which the DPD/SPD options, allocations and policies will be assessed.

This is a key output of the scoping stage and the framework forms the methodological basis for assessing and improving the sustainability of the LDF. The SA objectives identified are as follows:

SA Objective	
1	To reduce crime, disorder and fear of crime
2	To improve levels of educational attainment for all age groups and all sectors of society
3	To improve physical and mental health for all and reduce health inequalities
4	To ensure housing provision meets local needs
5	To protect and enhance community spirit and cohesion
6	To improve access to basic goods, services and amenities for all groups
7	To encourage sustainable economic growth and business development across the borough
8	To encourage rural regeneration and rural diversification
9	To promote economic inclusion
10	To deliver urban renaissance
11	To develop and market the borough as a place to live, work and do business
12	To protect and enhance biodiversity
13	To protect and enhance the borough's landscape and townscape character and quality
14	To protect and enhance the cultural heritage resource
15	To protect and enhance the quality of water features and resources
16	To guard against land contamination and encourage the appropriate re-use of brownfield sites
17	To contribute to the ability to adapt to the impacts of climate change
18	To protect and improve air quality
19	To increase energy efficiency and require the use of renewable energy sources
20	To ensure sustainable use of natural resources
21	To minimise waste, increase re-use and recycling
22	To promote the use of more sustainable modes of transport

Consultation and Feedback

We have completed Stage A of the process, the output of which is this Scoping Report and we are seeking feedback from consultees on the scope of this document and subsequently the SA as a whole.

PART TWO DOCUMENT/ TOPIC SPECIFIC SCOPING BUSINESS AND INDUSTRIAL LAND DEVELOPMENT PLAN DOCUMENT

1. Introduction

Sustainability Appraisal (SA) is a process used to assess Development Plan Documents (DPD) and Supplementary Planning Documents (SPD) during their preparation, to identify the significant sustainability effects of the proposals and contribute to decision making that promotes sustainable development.

This Sustainability Appraisal Scoping Report has been prepared in two parts.

- Part One is the main body of the Scoping Report containing information that provides the model SA framework for appraisal of all relevant documents.
- Part Two contains a separate chapter on each individual DPD/SPD as required.

This Chapter presents the more specific SA information relating to the evidence gathering/ issues and alternative options for the Business and Industrial Land Allocation Policies DPD and it should be read in conjunction with Part One of the Scoping Report.

2. Issues Raised by the Part One Sustainability Appraisal Scoping Report which relate to this DPD.

The evidence base collection for the Sustainability Appraisal raised the following Key Issues and Opportunities:

- Need to maintain strong recent economic performance.
- Need to diversify the employment base to ensure long-term protection of employment and economic strength as currently a high dependence on a few major employers.
- Need more highly skilled jobs in local area to attract resident higher skilled population and retain students.
- Opportunities to market the Borough's image as a place to set up a new businesses.
- Employment in farming is under threat.
- Levels of in-commuting are high.
- Opportunity for developing the tourism industry, although must be sustainable and avoid environmental impacts.

3. Documents Informing the Preparation of the Business and Industrial Land DPD.

The following documents have been published since the preparation of the Part One Scoping Report and will inform the preparation of the Business and Industrial Land DPD.

- The Draft Blackpool International Airport Master Plan Blackpool International Airport March 2006
- The Industrial Land Availability Schedule Fylde Borough Council 2006 (updated annually)
- Employment Land and Economic Development Strategy Stage 1 Report GVA Grimley June 2006
- Social and Economic Impact Study for Blackpool International Airport Lancashire Economic Partnership and York Aviation October 2006

Issues raised in each document which are considered to have sustainability implications are identified and then appraised to see if those issues are covered by the objectives or sub objectives in the SA Matrix which is included in the Part One Scoping Report. The purpose of the exercise is to identify any further SA objectives or sub-objectives which should be included in the SA Matrix.

The Draft Blackpool International Airport Master Plan March 2006

Issues Raised

- Expansion of Blackpool International Airport from 356,000 passengers in 2005 to between 3.3 million (base case scenario) to 4.3 million (high case scenario) by 2030, resultant job creation (directly and indirectly) and tourism development.

This is covered by objective 7 “To encourage sustainable economic growth and business development across the borough” and the sub objectives “to diversify the economy” “to increase employment opportunities” “to encourage economic growth” “to encourage new business formation” and “to encourage sustainable tourism”.

Also objective 11 “to develop and market the borough as a place to live, work and do business and the sub objectives “to promote the area as a destination for short and long term visitors and new residents” and “to enhance the borough’s image as an attractive place to do business”

- Potential expansion of the Blackpool Business Park within Fylde Borough southwards into the Green Belt. The Draft Master Plan states that the

expansion of the business park is needed to cross fund other infrastructure development at the airport.

The issue of protecting green belt is not specifically mentioned in the matrix. A sub objective should be included under objective 13 “to protect and enhance the borough’s landscape and townscape character and quality”, “ to protect the openness of the green belt from unnecessary development.

- The expansion of the Airport is likely to increase the attractiveness of the area to relocating businesses. This could result in higher demand for business and industrial land.

This is covered by the sub objective under objective 7 “To encourage new business formation”. Also objective 11 “to develop and market the borough as a place to live, work and do business and the sub objectives “to promote the area as a destination for short and long term visitors and new residents” and “to enhance the borough’s image as an attractive place to do business”

- Congestion on roads linking the airport to the motorway network will be increased. This could represent a negative issue in the retention and attraction of new businesses.

This is covered by objective 22 “To promote the use of more sustainable modes of transport” and the sub objectives “to reduce the use of HGV and car traffic” “to encourage walking, cycling and the use of public transport”

The Industrial Land Availability Schedule Fylde Borough Council 2006

Issues Raised

There were no sustainability issues raised by this document.

The Employment Land and Economic Development Strategy Stage 1 Report GVA Grimley June 2006

Issues Raised

The Economy

- The economy of Fylde Borough is susceptible to changes in the global/national economy because it is over reliant on a small number of large firms which have uncertain futures.
- Possible reduction in activity at BAe.
- There is a need for diversification of the economy.

- Potential growth in certain sectors including IT and tourism

These four issues are covered by objective 7 “to encourage sustainable economic growth and business development across the borough” also the sub objectives “to diversify the economy” “to increase employment opportunities” “to encourage economic growth” “to encourage new business formation” and “to encourage sustainable tourism”

Land Supply

- Future requirement for 28 ha of employment land (2005-2015)
- Need to review Policy EMP2 Existing Industrial Areas
- Current mis-match in quality terms in relation to the industrial land currently available in the Borough and what will be required in the future.
- Possible to need to allocate sites attractive for B1 uses
- Allocated industrial land is not being used for B uses for example 5.7ha at Whitehills Park used for car showrooms.

These five issues are covered by objective 7 “to encourage sustainable economic growth and business development across the borough” also the sub objectives “to diversify the economy” “to increase employment opportunities” “to encourage economic growth” “to encourage new business formation” and “to improve access to employment land”

Housing Related Issues

Whilst these issues will be dealt with in the Housing DPD they are of some relevance to the Business and Industrial Land DPD

- High house prices have contributed to a loss of traditional sites for industry which have then been developed for housing.
- Lytham St Annes has traditionally been an area for retirement. Fylde has a higher than average proportion of elderly people. This helps to inflate house prices and means that there is less housing available for the working population.
- Fylde is a net importer of workers. There is plenty of well paid work in the area but house prices are very high so many people commute into Fylde.

- There are acute labour market difficulties at management and lower skills occupations because high house prices prevent people moving into the area.
- High incomes- although on average incomes are high there is an acute need for affordable housing.

The first issue is covered by objective 7 “to encourage sustainable economic growth and business development across the borough”. The remaining four are covered by objective 4 “to ensure housing provision meets local needs” and the sub objective “to increase the availability of affordable housing for all

Other Infrastructure/ Development

- The partial completion of the M55- Heyhouses link does not fully address accessibility from Lytham St Annes to the motorway.

This issue is covered by objective 7 “to encourage sustainable economic growth and business development across the borough” and sub objective “to improve access to employment land” and also objective 22 “to promote the use of more sustainable modes of transport” and sub objective “to reduce use of the car and HGV traffic

- The impact on the local economy of the proposed expansion of Blackpool Airport.
- The impact on the local economy of the regeneration proposals for Blackpool in particular the casino proposals.

These issues are covered by objective 7 “to encourage sustainable economic growth and business development across the borough” and sub objectives “to diversify the economy” “ to increase employment opportunities” and “to encourage economic growth”.

Also objective 11 “ to develop and market the borough as a place to live, work and do business” and the sub objectives “ to promote the area as a destination for short and long term visitors and new residents” and “to enhance the borough’s image as an attractive place to do business”

Social and Economic Impact Study for Blackpool International Airport Lancashire Economic Partnership and York Aviation.

Issues Raised

All of the issues highlighted are positive.

- The airport will attract new businesses to the area, increasing the demand for business and industrial land.
- The airport will have a positive effect on the image and perception of Blackpool and Lancashire as a place to live, visit, work and do business, and this can lead to positive tangible impacts.

These issues are covered by objective 7 “to encourage sustainable economic growth and business development across the borough” and sub objectives “to diversify the economy” “to increase employment opportunities” and “to encourage economic growth”. Also objective 11 “to develop and market the borough as a place to live, work and do business” and the sub objectives “to promote the area as a destination for short and long term visitors and new residents” and “to enhance the borough’s image as an attractive place to do business”

4. DPD Objectives

The objectives of the Business and Industrial Land DPD are as follows:

1. To indicate, having regard to current RSS, the emerging draft RSS and the adopted Joint Lancashire Structure Plan, the amount of additional business and industrial land to be allocated in the period to 2016 (2021).
2. To determine the scale and location(s) of additional land releases for business and industrial purposes giving priority to the release of brownfield land and having regard to market requirements and sustainability factors.
3. To determine the business and industrial sectors (B1, B2 and B8 sectors) which the new allocations should provide for.
4. To determine those existing business and industrial areas which should be retained for business and industrial uses; and those (if any) which are currently protected under existing policy EMP2 but which could be released from that protection.
5. To determine whether there are current business and industrial sites not protected under Policy EMP2 which warrant such policy protection.
6. To determine whether the wording of the existing Policy EMP2 is appropriate for inclusion in the new DPD and to amend the wording if necessary.
7. To maximise the potential for Fylde to benefit from any changes to the local economy eg the expansion of the airport and the regeneration of Blackpool.

Once the DPD objectives are finalised (after the consultation on the Scoping Report) they will have to be tested against the SA objectives, this is stage B1 in the guidance.