



The Planning Inspectorate

Report to Wyre Borough Council

by Mark Dakeyne BA (Hons) MRTPI

an Inspector appointed by the Secretary of State

Date: 01 February 2019

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the Wyre Local Plan

The Plan was submitted for examination on 22 January 2018

The examination hearings were held between 15 May and 5 June 2018

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the Plan period with commencement in 2022/23 is realistic given its planning status and attractiveness to the market.

162. The allocation at Garstang Road (SA1/6) has full planning permission and had commenced by the time of the hearings. Two housebuilder outlets are operating. Delivery of all 516 dwellings in the Plan period is realistic. The KDCs for the site need to be modified to reflect up-to-date flood risk, drainage and biodiversity information and delivery of sustainable transport infrastructure. **MM55** would achieve these changes so that the LP is positively prepared.
163. The Moorland Road site (SA1/7) was under construction at 31 March 2018 so is deleted as an allocation but included within the supply as a commitment. **MM56** reflects this change in status so that the Plan is effective.
164. Land to the south of Blackpool Road (SA1/8) extends to almost 20 ha but is only shown as delivering 154 dwellings. The matter of release from the Green Belt is dealt with under Issue 1. Whilst there are constraints affecting the site (highway, flood risk, railway line) and there is a need to provide land for a new primary school and a car park, the site is in an accessible location within walking distance of the town centre and railway station. There is scope to provide sustainable travel links across the site combined with GI which would make walking and cycling from the site and other areas to the north and west of the site more attractive.
165. A larger number of houses would allow a greater contribution to the Poulton-le-Fylde Highway Mitigation Strategy including off-site sustainable transport measures. The opportunity to make best use of the site should be taken and the numbers to be delivered should be increased. For the reasons given above and notwithstanding the highways constraint, the capacity of the allocation should be modified to 300 dwellings.
166. Alongside the increase in capacity, the KDCs for the site should be modified to reflect up-to-date drainage and biodiversity information, ensure that opportunities for sustainable transport modes are maximised and deliver highway mitigation. **MM57** would achieve the increase in capacity and KDC changes so that the LP is positively prepared, justified and effective. The site is one that would be attractive to the market and would be likely to be able to accommodate more than one outlet. Delivery of all of the 300 dwellings within the Plan period with commencement in 2021/22 is realistic.

Inskip

167. A significant allocation of 255 dwellings is proposed for the village of Inskip (SA1/13). There are a number of adverse impacts that would arise from this allocation. The northern part of the allocation would extend significantly into attractive open countryside. The level of housing would submerge the identity of the village and would not represent an organic extension. There would be a substantial detrimental impact on the character and appearance of the village and its countryside surroundings. There would be a significant loss of Grade 2 agricultural land. The village is relatively remote from many services and most sources of employment. Although there is a bus service, there would be an over-reliance on the private car for most trips which would

involve relatively long journeys along a network of rural B and C roads. As such the scale of development proposed would encourage commuting with implications for climate change.

168. Cumulatively these adverse impacts indicate to me that the scale of allocations would be too large and would outweigh the benefits. Indeed the 255 dwellings appear to derive principally from highway capacity considerations. In addition, I would question whether the site would deliver as anticipated given its fairly isolated location.
169. A modest scale of allocation would be justified to enhance and maintain the vitality of the village but this should be confined to the area which already has planning permission and the land allocated either side of the school. Such land would be well-related to the school and allow extension of the school if necessary. This would result in some 85 dwellings being earmarked for Inskip.
170. In my post hearing advice I suggested that the Council may wish to consider whether a modest allocation to the south of the village at Dead Dam Bridge would also be justified (Site INS_07). A Main Modification was proposed showing an allocation for 70 dwellings at this location. However, having carefully considered the representations on the MMs and taking into account my findings above, I do not regard a development of this scale in addition to the allocations elsewhere in the village to be modest. Moreover, part of the site lies within Flood Risk Zones 2 and 3. Although housing development could avoid these zones as indicated in the Flood Risk Sequential Test Paper (EL8.007), I do not consider that the sequential and exception tests have been passed. The limited sustainability benefits of the development do not outweigh the flood risk. This part of the allocation is not necessary to achieve a sound Plan.
171. The reduced size and capacity of the Inskip allocation would be secured by **MM62**. The change would be reflected in a corresponding modification to the Policies Map. As the majority of the remaining allocation has planning permission and development has commenced, a masterplan is no longer required to ensure an effective plan. Open space would be required as part of the housing development but it is unlikely that a meaningful village green could be delivered. The viability of providing a convenience store and enhanced community facilities may also be questionable given the reduced capacity of the allocation. I have modified the KDCs accordingly. The KDCs would also be modified to reflect up-to-date biodiversity information and realism about opportunities for sustainable transport modes (**MM62**). These modifications reflect a positively prepared LP.
172. Delivery of a smaller number of dwellings within the village is realistic. Given that 55 dwellings already have reserved matters approval and some initial works had started on site by the time of the hearings, commencement in 2018/19 is reasonable. Delivery of the whole of the allocation within the Plan period is reasonable. The removal of INS_07 from the allocation would not undermine the provision of a 5-year supply on adoption.