

Wyre Council Local Plan Examination

Hearing Session 2

Matter 2: Strategy and Strategic Policies

Hearing date: 15th May 2018

Submission on behalf of Metacre Ltd

1. This submission is made for and on behalf of Metacre Ltd concerning Hearing Session 2, Matter 2. The submission is made with respect to the Examination in Public (EiP) *Inspector's Matters, Issues and Questions* (April 2018) and supplements the representations lodged with Wyre Council on the *Local Plan, Publication Stage* (September 2017). The two should be read together. This submission is particularly concerned with issues 1 and 2, with Metacre's submissions to the Publication Draft considered sufficient with regards to other relevant issues.

Issue 1 : The spatial distribution of development

1.1: Is the strategy for the distribution of development (described as 'dispersal') justified?

2. The Local Plan should aim to deliver the Borough's development needs in a sustainable manner, which includes where possible directing development away from areas at highest risk of flooding (NPPF 100) and respecting the permanence of the Green Belt. Parts of the highway network are obviously more constrained than others and thus the distribution of development plays an important role in determining highway impact. Sites which are situated away from congestion hotspots or in areas where mitigation is proposed should therefore also be prioritised over other sites. NPPF 55 also supports development in rural areas to enhance and maintain the vitality of rural communities. Bearing in mind the identified constraints within the Borough, particularly at the main urban areas, it is considered that dispersal of development is appropriate.



3. NPPF paragraph 52 confirms that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns.
4. Metacre therefore supports the strategy of directing development to sustainable rural settlements such as Great Eccleston and Inskip, which do not suffer from constraints to the same extent as much of the remaining parts of the Borough.

Issue 2 : Settlement Hierarchy

2.1: Is the position of settlements in the hierarchy within Policy SP1 justified?

5. Metacre do not seek to comment on the position of all of the settlements within the hierarchy, but for reasons set out in their submission to Session 11, Matter 8, Issue 2, the identification of Great Eccleston as a Rural Service Centre is justified. Indeed it is one of the most sustainable rural settlements in the Borough. With regards to Inskip, this is considered below.

2.2 : Should Inskip be designated as a 'Main Rural Settlement'?

4. The Wyre Settlement Study (ED114) confirms that the broad characteristics of the main rural settlements (MRS) are that they comprise the larger rural settlements in population terms and have access to services and facilities, limited access to employment in the immediate area and moderate public transport access. By comparison the small rural settlements (SRS) are characterised as having smaller populations with limited or very limited access to services and facilities and variable access to public transport ranging from good to nil.
5. In population terms Inskip, which is identified in the Settlement Study as having a population of 455, is the 4th largest of the 10 identified MRS, which have populations ranging between 1,070 and 315. It is also approximately 60% larger than the largest of the SRS, which have populations ranging between 90 and 290.
6. Inskip has a MUGA and bowling green, primary school, two churches (only one is identified in the Settlement Study), a public house, youth club / community centre and mobile library, whilst outline planning permission was granted in 2017 for a

convenience store (yet to be delivered and not counted in the Settlement Study). Inskip is also ranked 6th out of the 10 MRS in terms of employment.

7. Whilst the Settlement Study only ranks Inskip 13th in terms of Transport Accessibility and Connectivity with a score of 7, this was based on the published bus timetables at April 2016 when there was only one bus service (service 80). This service has now been replaced with two bus services (77 and 77A) which combined provide an hourly service to and from Inskip between 7:17am and 19:57pm Monday to Friday, stopping at Poulton-Le-Fylde, Little Eccleston and Great Eccleston in Wyre, together with Blackpool, Preston and settlements in Fylde. They also provide an effective hourly service on Saturdays between 07.57am and 19:52pm. Based on table 4 of the Settlement Study, Inskip should therefore have a score of 22 for transport accessibility and connectivity. This would elevate the ranking of the settlement in relation to this matter to 8th out of the 30 settlements and 4th of the MRS, putting it on a par with Barton and Bilsborrow.

	No. of Marks
Number of services, 1 mark per service	2
Frequency of service M-F daytime, one per hour	2
Evening service	2
Weekend service – Sat only	1
No. of internal destinations served, 1 mark per destination	3
No of external destinations served, 5 for Blackpool, 4 for Fylde and 3 for Preston	12
Total	22

8. Even excluding the enhanced bus service provision and the aforementioned approved convenience store, the Council's Settlement Study ranks Inskip higher than all of the SRS in terms of overall settlement ranking. If the transport rank is amended to reflect the enhanced bus service then its total rank score in Appendix 5 of the Settlement Study would elevate Inskip to joint 5th out of the 10 MRS, on a par with Bowgreave.
9. It is therefore appropriate for Inskip to be designated as a main rural settlement