Wyre Local Plan Examination

Matters, Issues and Questions

Statements in Response to Matter 8, 2.1 iv & vi As It Concerns Proposals For Inskip

Matter 8  Would any of the following issues in isolation or cumulatively lead to a conclusion that the allocations would not comprise sustainable development:

2.1 iv & vi  Statement: Yes

Implications of Inskip Extension: increased commuter/local traffic

As there are virtually no amenities and no employment in Inskip and a very limited bus service, travel by car is unavoidable.

Shopping for food and household items can be found in Gt Eccleston (3.6 miles) and Kirkham (5.6 miles) Visits to the Health Centres for appointments, prescriptions and chemists are usually Gt Eccleston and Kirkham also.

Employment could possibly be found in Kirkham (5.6 miles), Salwick (4.6 miles)/Clifton (5.7 miles), Preston (8.2 miles), Poulton (8.8 miles), Blackpool (11 miles), A6 corridor, Lancaster (18 miles), or further afield such as Manchester (41 miles approx) or Liverpool (47.4 miles approx).

Inskip village will potentially increase by 120% - a possible 758 commuter journeys per workday, without the benefit of necessary road infrastructure to facilitate this increase. (refer to PD Issue 1)

Traffic in and out of Inskip on a daily basis will use:

- B5269 through Catforth or Woodplumpton (through Broughton) towards M55/M6 and Preston
- B5269 through Elswick towards A585 leading to M55 (south) or Poulton / Thornton Cleveleys (north)
- B5269 through Gt Eccleston to A586 then (west) to A6 or (east) to Poulton, Thornton, Cleveleys
- Heigham Side Rd to Clifton A583 then to (east) Preston or (west) Kirkham and Blackpool
- Heigham Side Rd to Kirkham through Wharles
- Other narrower B roads, Pinfold Lane and Woods Lane, (north) to A6
With the proposed 200 house development within Inskip, there could be a potential extra 379 cars on the local lanes (PD Issue 1)


The plan identifies that transport has a critical role in meeting the Climate Change Act (2008) obligations.


The principal air-quality pollutant emissions from petrol, diesel, and alternative-fuel engines are carbon monoxide, oxides of nitrogen, un-burnt hydrocarbons and particulate matter. It is emissions of these pollutants that are regulated by the Euro emissions standards. Modern cars, if kept in good condition, produce only quite small quantities of the air quality pollutants, but the emissions from large numbers of cars add to a significant air quality problem.

The average car produces 160 grams of Carbon emission per Kilometre or 404 grams per mile http://www.whatprice.co.uk/car/carbon-emissions.html#axzz5C5Vu1pi9 https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle

One car doing an average of 10,000 miles per year will produce 2.6 tonnes of Carbon

So 379 extra cars on local roads will produce 60.64 kilograms of Carbon Dioxide emission per kilometre on a daily basis (not including other pollutants)

A straightforward journey from Inskip to Manchester and back will be approximately 132 kilometres – an emission total of 21.12 kilograms of CO2 per journey.

A nearer commuter round trip between Inskip and central Preston would be approximately 26 km which would generate 2.08 kilograms of CO2

This is merely an example of Greenhouse Gas Emissions generated by the extra traffic. There is too much information on this subject to include here (i.e. only CO2 emissions have been highlighted – NO (Nitrogen Oxide) is another concerning pollutant. Diesel vehicles emit Particulate Matter (PM) which is not included here, neither is Carbon Monoxide
An emissions average cannot be reliably generated as every commuter journey is individual, but by building 200 houses in an area with few amenities and employment, a substantial increase in traffic and therefore in pollution, is generated.

Generating movements of traffic is highlighted in the National Planning Policy Framework, especially Para 37, as listed below.

NPPF
Para 17 (7)
Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
Para 32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
(1) the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
(2) safe and suitable access to the site can be achieved for all people; and
(3) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Promoting Sustainable Transport
Para 35
(1)... developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

Para 37
Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Para 38
...particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Routes in and out of Inskip

Most possible routes in and out of Inskip are listed above. It is likely that the most popular, allowing for access to main areas of employment and motorways, are the routes to the A6/M6/M55 and the route to the A585 giving access to Blackpool and Poulton (also providing an alternative route to the M55)

M6/M55

The route to Broughton, the M55 and the M6 is the B5269. It is a B road with many bends and at times visibility can be poor. The road is often flooded and drivers will take evasive action which can be potentially dangerous. When an accident occurs (i.e. cars have driven off the road into fields, or into telephone posts bringing down wires) the road can be closed for up to 12 hours.
The road includes a narrow bridge known as Bellfold Bridge (a listed bridge, built by the Architect John Rennie). This bridge crosses the Lancaster canal and is owned and maintained by the Canal & Rivers Trust. It has a farm entrance to the side, is a single track and has been damaged many times by large HGVs or
farm vehicles. Visibility is poor until a vehicle has begun to cross. The bridge, as many bridges on the rural lanes, were primarily designed for horse and carts and animals to cross the canal.

A585

The A585 is a primary road in England which runs from Kirkham to Fleetwood in Lancashire.

The road runs a total distance of just under 23 km (14 miles) on a mixture of rural and urban residential/commercial streets. The road begins at Kirkham, as a turning off the A583, the Kirkham bypass. It travels north for 2.4 km (1.5 miles), firstly as the Kirkham & Wesham By-Pass, then as Fleetwood Road, through Kirkham and Wesham, till it meets Junction 3 of the M55 at Wesham Circle. The road continues as Fleetwood Road in a roughly northerly direction for a further 3 miles (4.8 km), through Esprick and Greenhalgh. This section is rural and fairly winding, although some curves were straightened in the 1970s, most notably the series of bends in Thistleton at the B5269 turnings to Singleton and Elswick. These ‘dog-leg’ entrances/exits from the A585 were notoriously known as ‘Hellfire Corner’.

Travelling from the south (i.e. from M55 direction) traffic using this as a route home to Inskip would have to turn right across the oncoming traffic from Windy Harbour (A586) The speed limit along this route is 50mph. Highways England have expressed reservations about this particular manoeuvre in regard to the current PI on Fracking at the Roseacre Wood site.

Travelling from a northerly direction at Windy Harbour, to the north exit from the A585 towards Elswick and Inskip, there is a deceleration lane before a sharp bend onto the B5269. This road takes traffic towards the small village of Thistleton before another sharp left bend towards Elswick.

According to Government statistics 2016, the average daily flow of traffic on the A585 between the A586 (Windy Harbour) and the M55 Junction is more than 28,000 vehicles.

One hold-up on the single carriageway road can cause tail-backs of traffic for miles. The A585 is known by the Highways Agency to be a problem route. There are plans to improve the single carriageway between Windy Harbour and Skippool, but the likelihood is that it will simply create the ‘bottle neck’ further along the A585 between Windy Harbour and J3 of the M55, (where Commuter traffic from Inskip will enter and exit)

In 2007, Lancashire County Council listed the A585 in their top ten most dangerous roads


That was when average daily traffic was estimated at less than 25,000. There has been a steady increase in traffic volume since 2000, with the latest estimate at more than 28,000 vehicles (2016)


‘The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.'
If we don’t make improvements to this three-mile section of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

By proposing 200 more houses, Wyre BC are putting an intolerable strain on local roads and compromising air quality. They are not using NPPF guidelines and are in contradiction of their own CDMP:

Local Plan Core Development Management Policies 4.1.b it says “Seek to minimise or eliminate net environmental impact”

Local Plan CDMP 6.1.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;

With local infrastructure congested with extra traffic movements in a way that it was never intended to be used, other services, such as emergency services become threatened. There are no cycle lanes through Inskip, or room to allocate any, few or limited pavements for pedestrians so these road users are vulnerable. An increase in internet shopping/deliveries by diesel vans is inevitable, as there are no local shops and more people to be served.

The proposed Inskip Extension of 200 more houses in this location is not sustainable.
### Commuter Journeys By Car Per Working Day Generated By The Inskip Extension Housing Development Resulting From The Cost Of Buying And Operating

**The Various House Types And The Income Level Required Not Being Available Locally**

<table>
<thead>
<tr>
<th>Property</th>
<th>Cost to Buy (£)</th>
<th>Deposit 10% (£)</th>
<th>Monthly Mortgage Payment (£)</th>
<th>Cost to Operate Per Month (excl Mortgage) (£)</th>
<th>Min Nett Income Per Annum Required (£)</th>
<th>Min. Gross Income Per Annum Required (£)</th>
<th>Hourly Rate (£)</th>
<th>Jobs at this Hourly Rate Exist In Village Yes / No</th>
<th>No. of Households</th>
<th>No. of Cars Per Household</th>
<th>No. of Cars</th>
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</thead>
<tbody>
<tr>
<td>1. Affordable Housing</td>
<td>75,500 Note 4</td>
<td>7,550</td>
<td>355</td>
<td>800</td>
<td>13860</td>
<td>15560</td>
<td>8.64</td>
<td>Yes (but filled)</td>
<td>76 (30%)</td>
<td>0.8 Note 10</td>
<td>61</td>
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<td>2. Two Bedroom Terraced House, Ash Meadows Inskip</td>
<td>151,000 Create Homes Website 2017</td>
<td>15,100 Create Homes Website 2017</td>
<td>710</td>
<td>1200</td>
<td>22920</td>
<td>30688</td>
<td>17.05</td>
<td>No</td>
<td>51 (20%)</td>
<td>1</td>
<td>51</td>
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<td>3. Three Bedroom Detached House, Ash Meadows Inskip</td>
<td>219,950 Create Homes Website 2017 (Mean of Four Types)</td>
<td>22,000 Create Homes Website 2017</td>
<td>1034</td>
<td>1300</td>
<td>28008</td>
<td>38638</td>
<td>21.46</td>
<td>No</td>
<td>76 (30%)</td>
<td>2</td>
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<td>4. Four Bedroom Detached</td>
<td>322,500 Create</td>
<td>32,250</td>
<td>1,516</td>
<td>1500</td>
<td>36192</td>
<td>51659</td>
<td>28.70</td>
<td>No</td>
<td>51 (20%)</td>
<td>2.25 Note 11</td>
<td>115</td>
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<td>OTE</td>
<td>House, Ash Meadows Inskip</td>
<td>Homes Website 2017 (Mean of Two Types)</td>
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Notes

1. Calculations based upon cumulative new housing numbers commenced construction since January 2015 and proposed in the Submitted Local Plan (27+55+200 =282). This total is then reduced by 10% (to 254) to allow for occupants that do not commute (Retired, Independent Means, Work from Home etc).
2. House purchase prices taken from Create Homes Website for their Inskip Development named Ash Meadows.
3. Mortgage Payment for 2 Bedroom Terrace House taken from Create Homes Website for their Inskip Development named Ash Meadows, (pre-Nov 2017 base rate increase).
4. Affordable Housing purchases anticipated to be 50% assisted.
5. Mortgage Payments for other properties (Column C) including Affordable Housing are scaled from sale price ratio with the property at Note 3.
6. Property Prices at Rows 3 and 4 are the mean prices for 4 and 2 different types respectively, constructed at Ash Meadows by Create Homes.
7. Costs to Operate per Month (Column D) are typical running costs for house types, including Energy, Water, Council Tax, Food, Travel, TV/Internet/Phone Package, Cleaning Materials, Insurance, Maintenance, Presents, Hobbies scaled to suit the size of house concerned.
8. Min Gross Income Required (Column F) calculated from Min Nett Income Required (Column E) using Salary Calculator App www.thesalarycalculator.co.uk, with Personal Allowances before tax as per year 2017/18 levels. Pension contribution set at 5% Gross into employer’s pension plan except Row 1. Row 1 is assumed not to make pension contribution due to low wages.
9. Column J is the anticipated mix of housing types.
10. 80% of households in Row 1 are expected to run one car due to the lack of jobs near the village causing a need to commute to work plus the lack of amenities in the village and remoteness of its location. Other households run one, two or three cars. Two cars are necessary for most higher cost houses as partners will often both need to work (most likely in separate locations) to meet home running costs. 25% of Row 4 assumed to include young adults living with parents, requiring a third car.
11. 25% of households in Row 4 (ie 13 houses) assumed to include young adults living with parents, requiring a third car.

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