



Wyre Council

Statement of Consultation – Appendix 14

Responses to the Publication Draft Wyre Local Plan

January 2018

SUBMISSION DRAFT WYRE LOCAL PLAN 2018
STATEMENT OF CONSULTATION - APPENDIX 14 - Table 1
RESPONSES TO THE PUBLICATION DRAFT WYRE LOCAL PLAN 2017

Introduction

This set of spreadsheet tables provides:

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Individual representors have been allocated a unique reference number, e.g. 0001.

Each representation has been given a unique reference number consisting of:

personal ID/local plan stage (P for Publication)/representation number/type of representation code

The type of representation code is as follows:

- B1 - Legal Compliance
- B2 - Duty to Cooperate
- C - Soundness
- GC - General Comment
- D - Sustainability Appraisal
- EB - Evidence Base

A number of representors have indicated that they do not wish to be contacted further about the Local Plan process. This is indicated by * against the name of that person in Table 1 and Table 2 and the designation DNC (Do Not Contact)

Representations have been logged against the part of the Plan stimulated by the respondent unless the council has considered that the detail of the response is better recorded against an alternative part of the Plan. All new sites put forward for new residential development have been recorded against Policy SA1.

The representation summaries use as much of the original wording as possible, however in the interests of brevity and proportionality, this has not always been possible. In all cases, reference should be made to the original representation for the full details.

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Table 2 - by Representer Name/Organisation				
* and DNC indicates that the representer does not wish to be contacted further about the local plan.				
ID	Name	Organisation	Agent	DNC
0022	Robert Deanwood	National Grid	Amec Foster Wheeler	n/a
0032	Jane Saleh	Blackpool Council	n/a	n/a
0048	Jean Maskell	n/a	n/a	n/a
0051	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	n/a
0056	John Bradley	n/a	n/a	n/a
0064	Peter Tarrant	n/a	n/a	n/a
0068	Estate of Mr Richard Singleton Whitesite c/o Whiting & Mason Solicitors	n/a	David Shepherd, Shepherd Planning	n/a
0072	Howard Phillips	Thornton Action Group (TAG)	n/a	n/a
0127	Ashley Cutts	n/a	n/a	n/a
0138*	<i>Katherine Threlkeld</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0145	Michael Watson	n/a	n/a	n/a
0151	Peter Swarbrick	SSRA	n/a	n/a
0172	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	n/a
0253	Peter Walmsley	n/a	n/a	n/a
0255	IJ Clarkson	n/a	n/a	n/a
0289	Mark Evans	Fylde Council		n/a
0294	Hugh Glover	Great Ecclestone Parish Council	n/a	n/a
0297	Joanne Harding	Home Builders Federation	n/a	n/a
0299	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	n/a
0306	David Cowburn	n/a	n/a	n/a
0343	Warren Hilton	Highways England	n/a	n/a
0344	Karl Creaser	Historic England	n/a	n/a
0358	Matthew Symons	Hollins Strategic Land	n/a	n/a
0363	Jessica Bond	Taylor Wimpey UK	Lichfields	n/a
0377	Marcus Hudson	Lancashire County Council	n/a	n/a
0395	n/a	CPRE Lancashire	n/a	n/a
0407	Lesley Dodgson	n/a	n/a	n/a
0412	Janet Huddart	Forton Parish Council	n/a	n/a
0418	Margaret Mansfield	n/a	n/a	n/a
0424	Judith Hargreaves	n/a	n/a	n/a
0458	Louise Banton	Cabus Parish Council	n/a	n/a
0484	David Evans	n/a	n/a	n/a
0492	Stephen Hunter	n/a	n/a	n/a
0494	Andy Jackson	n/a	n/a	n/a
0495	Jonathan Slee	n/a	n/a	n/a
0501	Mark Houghton	n/a	n/a	n/a

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ID	Name	Organisation	Agent	DNC
0510	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	n/a
0526	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	n/a
0545	Edwina Parry	Garstang Town Council	N/A	n/a
0550	GQ Parker	n/a	n/a	n/a
0592	Nicky Mason	Barnacre-with-Bonds Parish Council	n/a	n/a
0610	Alison May	Preesall Town Council	n/a	n/a
0641	Keith Holden	n/a	David Shepherd, Shepherd Planning	n/a
0644	Melanie Harben	Nateby Parish Council	n/a	n/a
0645	Melanie Harben	Nether Wyresdale Parish Council	n/a	n/a
0656	Jill Walton	n/a	n/a	n/a
0657	Paul Burrows	n/a	n/a	n/a
0659	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	n/a
0661	Brian Leighton	n/a	n/a	n/a
0664	George Diaper	n/a	n/a	n/a
0665	Dianne Hogarth	n/a	n/a	n/a
0671	Cllr Peter Bull	Little Eccleston with Larbreck PC	n/a	n/a
0675	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	n/a
0676	n/a	Environment Agency (EA)	n/a	n/a
0689	Richard Lever	Property Capital PLC	n/a	n/a
0691	United Utilities	United Utilities	n/a	n/a
0694	Ross Anthony	Theatres Trust	n/a	n/a
0717	K Whittingham	n/a	Jacob Salisbury, Graham Anthony Associates	n/a
0794a	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	n/a
0794b	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	n/a
0808	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	n/a
0810	A Heine	Heine Planning	n/a	n/a
0811	Sarah Nunn	n/a	n/a	n/a
0812	Richard West	n/a	n/a	n/a

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ID	Name	Organisation	Agent	DNC
0814	Robert Thompson	n/a	n/a	n/a
0831	Debbie Baker	MOD (DIO)	n/a	n/a
0832	Kevin Toole	n/a	n/a	n/a
0833	Paul Matthews	n/a	n/a	n/a
0834	Steve Jenkinson	n/a	n/a	n/a
0835	Patricia Gonzalez	n/a	n/a	n/a
0836	Bernard Wilkinson	n/a	n/a	n/a
0837	Lawrence Warburton	n/a	n/a	n/a
0838	June Brand	n/a	n/a	n/a
0839	Brian Mayne	n/a	n/a	n/a
0840	Peter Ronald Williams	n/a	n/a	n/a
0841*	<i>Louise Atherton</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0842	Carli Melia	n/a	n/a	n/a
0843	Jennifer Barlow	n/a	n/a	n/a
0845	Janet Baguley	Natural England	n/a	n/a
0847	Brian Sheasby	Lancashire County Council	n/a	n/a
0848	Nigel & Sylvia English	n/a	n/a	n/a
0849	Graham Fletcher	n/a	n/a	n/a
0850*	<i>Alan Swindells</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0851	Lesley Tripp	n/a	n/a	n/a
0852	Michael Wills	n/a	n/a	n/a
0853	Steve Palmer	n/a	n/a	n/a
0854	Jacob Chantler	n/a	n/a	n/a
0855	John Shaw	n/a	n/a	n/a
0856	Janet Foster	n/a	n/a	n/a
0860	Matthew Nunn	n/a	n/a	n/a
0861	Gillian Saunders	n/a	n/a	n/a
0862	Angela Fletcher	n/a	n/a	n/a
0863	David Adkin	Great Ecclestone Action Group	n/a	n/a
0864	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	n/a
0865	Christine Ruth Kirby	n/a	n/a	n/a
0866	Lydia Kirby	n/a	n/a	n/a
0867	Tamzin Roberts	n/a	n/a	n/a
0869*	<i>Diane Saffery</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0870	Simon Haley	n/a	n/a	n/a
0871	Geoffrey Hogarth	n/a	n/a	n/a
0872	Robert Brooks	n/a	n/a	n/a
0873	Rakesh Soni	n/a	Alice Henderson, DPP Planning	n/a
0874	Kenneth Sutcliffe	n/a	n/a	n/a
0875	David Stubbs	n/a	n/a	n/a
0876	Isabel Olsen	n/a	n/a	n/a
0877	Anthony Olsen	n/a	n/a	n/a

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0878	Janet Gorman	n/a	n/a	n/a
0879	Valerie Essex-Crosby	n/a	n/a	n/a
0880	Jon Howson	n/a	n/a	n/a
0881	Ian MacGregor	n/a	n/a	n/a
0882*	<i>Robert Emmington</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0883	James Smith	n/a	n/a	n/a
0884	Derek Longstaff	n/a	n/a	n/a
0885	Stanley Stuart	n/a	n/a	n/a
0886	Janice Desborough	n/a	n/a	n/a
0887	Graham Edwards	n/a	n/a	n/a
0888*	<i>Keith Bench</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0889	Timothy Haworth	n/a	n/a	n/a
0890	Brigid Teresa Stubbs	n/a	n/a	n/a
0891	Brian Dearnaley	n/a	n/a	n/a
0892	Stephen Nuttall	n/a	n/a	n/a
0893*	<i>Ellen Wilson</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0894	Julia Mills	n/a	n/a	n/a
0895	Paul Desborough	n/a	n/a	n/a
0896	Emma Butterworth	n/a	n/a	n/a
0897	Jonathan Palmer	n/a	n/a	n/a
0898	Steven Haley	n/a	n/a	n/a
0899	Maureen Gogarty	n/a	n/a	n/a
0900	Sylvia Waldron	n/a	David Walker, Landmark Property Consultants Ltd	n/a
0901	David Schools	n/a	n/a	n/a
0902	n/a	Pipecroft Ltd & Russell Armer Homes	Harry Tonge, Steven Abbott Associates	n/a
0903	Tom Rowe	n/a	Roy Bancroft, CFM Consultants Ltd	n/a
0904*	<i>Christopher Smith</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0905*	<i>Stephen Hargreaves</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0906*	<i>Hilda Armer</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0907*	<i>John Cookson</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0908	Peter Taylor	n/a	n/a	n/a
0909	Susan Gornall	n/a	n/a	n/a
0910	Jacqueline Wilson	n/a	n/a	n/a
0911	David Bannister	n/a	n/a	n/a
0912	Donald Porteous	n/a	n/a	n/a
0913	Gary Timmins	n/a	n/a	n/a
0914	Judith Wilson	n/a	n/a	n/a
0915	Michael Wilson	n/a	n/a	n/a
0916	Anne Dimmock	n/a	n/a	n/a
0917	Martin Delaney	n/a	n/a	n/a
0918	Carey Delaney	n/a	n/a	n/a

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0919	Jonny Roddam	n/a	n/a	n/a
0921	Helen Ledger	Sport England	n/a	n/a
0922	Darren Thornhill	Baxter Homes	Michael Goode, Croft Goode Architects	n/a
0923	Judith Frost	n/a	n/a	n/a
0924	Andrew Chapman	n/a	n/a	n/a
0925	David Sharp	n/a	n/a	n/a
0926	David Roberts	n/a	n/a	n/a
0927	Brian/Vivienne Tabner	n/a	n/a	n/a
0928*	<i>Helen Smith</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0929	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	n/a
0930	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	n/a
0931	Robert Griffiths	n/a	n/a	n/a
0932	Cubbins, Lawson and Holland	n/a	Tony McAteer	n/a
0933*	<i>David Foulds</i>	<i>n/a</i>	<i>n/a</i>	<i>DNC</i>
0934	Sam Hill	n/a	n/a	n/a
0935	Claire Nash	n/a	n/a	n/a
0936	Darren and Rebecca Rogers	n/a	n/a	n/a
0937	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	n/a
0939	Brian Tabner	Forton Bowling Club	n/a	n/a
0940	n/a	Sainsbury's Supermarkets Ltd	Peter Campbell, WYG	n/a
0941	John Fleming	Gladman Development	n/a	n/a
0942	Patsy Stothert	n/a	Harry Tonge, Steven Abbott	n/a
0943	Patricia Eastham	n/a	n/a	n/a
0944	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	n/a
0945	Andrew Bangs	James Hall & Co Ltd	Graham Love, Smith and Love Planning Consultants Ltd	n/a
0946	Peter Hemmings	n/a	Dan Matthewman, Del Pol Associates Ltd	n/a
0947	J Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	n/a
0948	Rob Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	n/a
0949	n/a	Pure Leisure Group Ltd	Alexis De Pol, De Pol Associates Ltd	n/a

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0950	Abigail Kos	Persimmon Homes	n/a	n/a
0951	Chris Betteridge	Fleetwood FRP	De Pol Associates	n/a
0952	n/a	Worthington Properties	James Berggren, HOW Planning	n/a
0953	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	n/a
0954	Dan Matthewman	De Pol Associates Ltd	n/a	n/a
0955	Richard Henriques	n/a	N/A	n/a
0956	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	n/a
0957	Anthony Hind	n/a	n/a	n/a
0958	Gordan/Steph Humpreys	n/a	n/a	n/a
0959*	Joanne Griffiths	n/a	n/a	DNC
0960	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	n/a
0961	Rosemary McLean	n/a	n/a	n/a
0962	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	n/a
0963	n/a	The Strategic Land Group (SLG)	David Diggie, Turley	n/a
0964	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	n/a
0965	Christine Smith	Forton Women's Institute	Forton Women's Institute	n/a
0966	Jeremy/Sue Walker	n/a	n/a	n/a
0969	Terence Mansfield	n/a	n/a	n/a
0968	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	n/a
0970	Dianne McKnight	n/a	n/a	n/a
0971	Stephen Esmond	n/a	n/a	n/a
0972	David Morley	n/a	n/a	n/a
0973	Eileen Dearnaley	n/a	n/a	n/a
0974	Phillip Jenkins	Thornton Flood Action Group	n/a	n/a
0975*	Charles Camm	n/a	n/a	DNC
0976*	Georgina Miller	n/a	n/a	DNC
0977*	James Blundell	n/a	n/a	DNC
0978*	Pamela Holden	n/a	n/a	DNC
0979*	Paula Holden	n/a	n/a	DNC
0980*	Joanne Thornton	n/a	n/a	DNC
0981*	Alan Place	n/a	n/a	DNC
0982*	Ruth Pye	n/a	n/a	DNC
0983	Maureen Hellowell	n/a	n/a	n/a
0984	Brenda Lownsborough	n/a	n/a	n/a
0985	Stephen Hellowell	n/a	n/a	n/a

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0986	Russell Thersby	n/a	n/a	n/a
0987	Elaine Deegan	n/a	n/a	n/a
0988	Alma MacGregor	n/a	n/a	n/a
0989	Lynda Whaite	n/a	n/a	n/a
0990	David Whaite	n/a	n/a	n/a
0991	Eileen Kirby	n/a	n/a	n/a
0993	Jennifer Howson	n/a	n/a	n/a
0994	Bernadette Ronson	n/a	n/a	n/a
0995	Paul Desborough	Inskip Residents' Action Group	n/a	n/a
0996	Glenda Cummings	n/a	n/a	n/a
0997	Samual Adair	n/a	n/a	n/a
0998	Sheila Ashworth	n/a	n/a	n/a
0999	Darren Cross	n/a	n/a	n/a
1000	Judith Esmond	n/a	n/a	n/a
1001	Terence Thornton	n/a	n/a	n/a
1002	Marlene Hindle	n/a	n/a	n/a
1003	Janet Marsden	n/a	n/a	n/a
1004	Julia Diaper	n/a	n/a	n/a
1005	Cecilia Reynolds	n/a	n/a	n/a
1006	Paul Marsden	n/a	n/a	n/a
1007	Helen Parkinson	n/a	n/a	n/a
1008	George Hogarth	n/a	n/a	n/a
1009	Lisa Morris	n/a	n/a	n/a
1010	Thomas Hastey	n/a	n/a	n/a
1011	Keith Jackson	n/a	n/a	n/a
1012	Merle Nickson	n/a	n/a	n/a
1013	Kenneth Nickson	n/a	n/a	n/a
1014	Yvonne Clavin	n/a	n/a	n/a
1015	Phillip James	n/a	n/a	n/a
1016	Pauline James	n/a	n/a	n/a
1017	Tim Kirby	n/a	n/a	n/a
1018	Margery Graham	n/a	n/a	n/a
1019*	Mike Cook	n/a	n/a	DNC
1020	Bethan Esmond	n/a	n/a	n/a
1022	John Shedwick	Lancashire County Council	n/a	n/a
1023	Pauline Johnstone	Fleetwood Civic Society	n/a	n/a
1025	n/a	Trustees of JB Clarkson	Stuart Booth, JWPC Ltd	n/a
1026	n/a	Ireland and Platt	Stuart Booth, JWPC Ltd	n/a
1027	n/a	M Capital Developments Ltd	Stuart Booth, JWPC Ltd	n/a
1028*	M Ainsworth	n/a	n/a	DNC
1030	Joan Hollands	n/a	n/a	n/a

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1031	Elizabeth Kennedy	n/a	n/a	n/a

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* indicates that the representor does not wish to be contacted further about the local plan.					
Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0022	0022/P/01/GC	Robert Deanwood	National Grid	Amec Foster Wheeler	SA7
0032	0032/P/01/B2	Jane Saleh	Blackpool Council	n/a	n/a
0032	0032/P/02/GC	Jane Saleh	Blackpool Council	n/a	SP1
0032	0032/P/03/GC	Jane Saleh	Blackpool Council	n/a	HP1
0032	0032/P/04/EB	Jane Saleh	Blackpool Council	n/a	Highways Evidence
0032	0032/P/04a/GC	Jane Saleh	Blackpool Council	n/a	Appendix C
0032	0032/P/05/EB	Jane Saleh	Blackpool Council	n/a	Employment Land Study
0032	0032/P/06/EB	Jane Saleh	Blackpool Council	n/a	SHMA
0048	0048/P/01/B1	Jean Maskell	n/a	n/a	n/a
0048	0048/P/02/B2	Jean Maskell	n/a	n/a	n/a
0048	0048/P/03/C	Jean Maskell	n/a	n/a	n/a
0051	0051/P/01/B1	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	n/a
0051	0051/P/02/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Spatial Portrait and Key Issues Para. 2.4.4
0051	0051/P/03/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Spatial Portrait and Key Issues Para. 2.5.6 & 2.5.9
0051	0051/P/04/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Spatial Portrait and Key Issues - 2.9 Key Issues & Challenges
0051	0051/P/05/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Spatial Portrait and Key Issues - 2.9 Key Issues & Challenges
0051	0051/P/06/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Vision and Objectives
0051	0051/P/07/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Vision and Objectives

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0051	0051/P/08/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Local Plan Strategy
0051	0051/P/09/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Local Plan Strategy Para. 4.1.18
0051	0051/P/10/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SP1
0051	0051/P/11/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SP8
0051	0051/P/12a/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA1/1
0051	0051/P/12b/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA1/2
0051	0051/P/12c/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA1/3
0051	0051/P/12d/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA1/4
0051	0051/P/12e/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA1/11
0051	0051/P/12f/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA3/1
0051	0051/P/12g/C	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	SA4
0051	0051/P/13/D	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Chapter 3, 4 and 5
0056	0056/P/01/B1	John Bradley	n/a	n/a	n/a
0056	0056/P/02/B2	John Bradley	n/a	n/a	n/a
0056	0056/P/03/C	John Bradley	n/a	n/a	n/a

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0064	0064/P/01/B1	Peter Tarrant	n/a	n/a	n/a
0064	0064/P/02/B2	Peter Tarrant	n/a	n/a	n/a
0064	0064/P/03/C	Peter Tarrant	n/a	n/a	HP3
0064	0064/P/04/C	Peter Tarrant	n/a	n/a	Introduction Para. 1.3.5
0064	0064/P/05/C	Peter Tarrant	n/a	n/a	SP1
0064	0064/P/06/C	Peter Tarrant	n/a	n/a	SP1
0064	0064/P/07a/C	Peter Tarrant	n/a	n/a	SA1/1
0064	0064/P/07b/C	Peter Tarrant	n/a	n/a	SA1/4
0064	0064/P/07c/C	Peter Tarrant	n/a	n/a	SA1/10
0064	0064/P/07d/C	Peter Tarrant	n/a	n/a	SA3/1
0064	0064/P/07e/C	Peter Tarrant	n/a	n/a	SA4
0064	0064/P/07f/C	Peter Tarrant	n/a	n/a	SA5
0064	0064/P/08/C	Peter Tarrant	n/a	n/a	SP2
0064	0064/P/09/C	Peter Tarrant	n/a	n/a	SP1
0064	0064/P/10a/C	Peter Tarrant	n/a	n/a	SP6
0064	0064/P/10b/C	Peter Tarrant	n/a	n/a	SP7
0064	0064/P/11/D	Peter Tarrant	n/a	n/a	NTS table 1
0068	0068/P/01/B1	Estate of Richard Singleton Whitesite c/o Whiting & Mason Solicitors	n/a	David Shepherd, Shepherd Planning	n/a
0068	0068/P/02/B2	Estate of Richard Singleton Whitesite c/o Whiting & Mason Solicitors	n/a	David Shepherd, Shepherd Planning	n/a

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0068	0068/P/03/C	Estate of Richard Singleton Whitesite c/o Whiting & Mason Solicitors	n/a	David Shepherd, Shepherd Planning	SA1 NEW
0072	0072/P/01/C	Howard Phillips	Thornton Action Group (TAG)	n/a	SP1
0072	0072/P/02/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Housing 7.2 - Housing Land Supply
0072	0072/P/03/C	Howard Phillips	Thornton Action Group (TAG)	n/a	SA4
0072	0072/P/03a/C	Howard Phillips	Thornton Action Group (TAG)	n/a	SA1/10
0072	0072/P/04/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Housing 7.4 - Affordable Housing
0072	0072/P/05/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Spatial Portrait and Key Issues Para. 2.9.12
0072	0072/P/06/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Spatial Portrait and Key Issues Para. 2.9.5
0072	0072/P/07/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Spatial Portrait and Key Issues Para. 2.9.5
0072	0072/P/08/C	Howard Phillips	Thornton Action Group (TAG)	n/a	Spatial Portrait and Key Issues Para. 2.6.13
0127	0127/P/01/GC	Ashley Cutts	n/a	n/a	Spatial Portrait and Key Issues - 2.8 Infrastructure
0127	0127/P/02/GC	Ashley Cutts	n/a	n/a	Local Plan Strategy
0127	0127/P/03/GC	Ashley Cutts	n/a	n/a	SA1/2
0138*	0138/P/01/B1	Katherine Threlkeld	n/a	n/a	n/a
0138*	0138/P/02/B2	Katherine Threlkeld	n/a	n/a	n/a
0138*	0138/P/03/C	Katherine Threlkeld	n/a	n/a	SA1/2
0138*	0138/P/04/C	Katherine Threlkeld	n/a	n/a	Spatial Portrait and Key Issues Para. 2.8.2
0145	0145/P/01/B1	Michael Watson	n/a	n/a	n/a
0145	0145/P/02/B2	Michael Watson	n/a	n/a	n/a
0145	0145/P/03/C	Michael Watson	n/a	n/a	n/a

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0151	0151/P/01/GC	Peter Swarbrick	SSRA	n/a	SA1/9
0172	0172/P/01/B1	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	n/a
0172	0172/P/02/B2	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	n/a
0172	0172/P/03/C	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	SA1 NEW
0172	0172/P/04/C	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	HP1
0172	0172/P/05/C	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	SP4
0172	0172/P/06/D	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	n/a
0253	0253/P/01/C	Peter Walmsley	n/a	n/a	SA1 NEW
0255	0255/P/01/GC	IJ Clarkson	n/a	n/a	SA1 NEW
0289	0289/P/01/B2	Mark Evans	Fylde Council	n/a	n/a
0289	0289/P/02/GC	Mark Evans	Fylde Council	n/a	SP1
0289	0289/P/03/EB	Mark Evans	Fylde Council	n/a	Highways Evidence
0289	0289/P/04/GC	Mark Evans	Fylde Council	n/a	Site Allocations
0289	0289/P/05/GC	Mark Evans	Fylde Council	n/a	HP1
0289	0289/P/06/GC	Mark Evans	Fylde Council	n/a	SP1
0289	0289/P/07/GC	Mark Evans	Fylde Council	n/a	SP1
0289	0289/P/08/GC	Mark Evans	Fylde Council	n/a	EP1
0294	0294/P/01/C	Hugh Glover	Great Eccleston Parish Council	n/a	SA3/3
0297	0297/P/01/B1	Joanne Harding	Home Builders Federation (HBF)	n/a	n/a
0297	0297/P/02/B2	Joanne Harding	Home Builders Federation (HBF)	n/a	n/a
0297	0297/P/03/GC	Joanne Harding	Home Builders Federation (HBF)	n/a	Introduction Para. 1.1.1
0297	0297/P/04a/C	Joanne Harding	Home Builders Federation (HBF)	n/a	SP1
0297	0297/P/04b/C	Joanne Harding	Home Builders Federation (HBF)	n/a	HP1
0297	0297/P/05/C	Joanne Harding	Home Builders Federation (HBF)	n/a	HP2
0297	0297/P/06/C	Joanne Harding	Home Builders Federation (HBF)	n/a	HP3

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0297	0297/P/07/C	Joanne Harding	Home Builders Federation (HBF)	n/a	CDMP2
0297	0297/P/08/C	Joanne Harding	Home Builders Federation (HBF)	n/a	Monitoring
0299	0299/P/01/GC	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/02/GC	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5
0299	0299/P/03/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/04/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/05/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/06/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/07/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA3/1
0299	0299/P/08/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5
0299	0299/P/09/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5
0299	0299/P/10/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5
0299	0299/P/11/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5

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0299	0299/P/12/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SA5
0299	0299/P/13/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP1
0299	0299/P/14/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP1
0299	0299/P/15/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP1
0299	0299/P/16/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP2
0299	0299/P/17/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP6
0299	0299/P/18/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP6
0299	0299/P/19/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	SP7
0299	0299/P/20/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP2
0299	0299/P/21/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP2
0299	0299/P/22/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP2
0299	0299/P/23/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP4

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0299	0299/P/24/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP4
0299	0299/P/25/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP4
0299	0299/P/26/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP4
0299	0299/P/27/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP5
0299	0299/P/28/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	CDMP6
0299	0299/P/29/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	HP1
0299	0299/P/30/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	HP2
0299	0299/P/31/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	HP3
0299	0299/P/32/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	HP9
0299	0299/P/33/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	EP1
0299	0299/P/34/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	EP2
0299	0299/P/35/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	EP3

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0299	0299/P/36/C	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	EP5
0306	0306/P/01/C	David Cowburn	n/a	n/a	SA1 NEW
0343	0343/P/01/GC	Warren Hilton	Highways England	n/a	n/a
0343	0343/P/02/GC	Warren Hilton	Highways England	n/a	SP1
0343	0343/P/03/GC	Warren Hilton	Highways England	n/a	SP2
0343	0343/P/04/GC	Warren Hilton	Highways England	n/a	SP3
0343	0343/P/05/GC	Warren Hilton	Highways England	n/a	SP7
0343	0343/P/06/GC	Warren Hilton	Highways England	n/a	CDMP3
0343	0343/P/07/GC	Warren Hilton	Highways England	n/a	CDMP4
0343	0343/P/08/GC	Warren Hilton	Highways England	n/a	CDMP6
0343	0343/P/09/GC	Warren Hilton	Highways England	n/a	HP1
0343	0343/P/10/GC	Warren Hilton	Highways England	n/a	HP7
0343	0343/P/11/GC	Warren Hilton	Highways England	n/a	EP1
0343	0343/P/12/GC	Warren Hilton	Highways England	n/a	EP5
0343	0343/P/13/GC	Warren Hilton	Highways England	n/a	EP12
0343	0343/P/14/GC	Warren Hilton	Highways England	n/a	Site Allocations
0343	0343/P/15/EB	Warren Hilton	Highways England	n/a	IDP
0343	0343/P/16/EB	Warren Hilton	Highways England	n/a	Highway Evidence
0344	0344/P/01/C	Karl Creaser	Historic England	n/a	Vision and Objectives
0344	0344/P/02/C	Karl Creaser	Historic England	n/a	Strategic Policies
0344	0344/P/03/C	Karl Creaser	Historic England	n/a	Strategic Policies
0344	0344/P/04/C	Karl Creaser	Historic England	n/a	Site Allocations
0344	0344/P/05/GC	Karl Creaser	Historic England	n/a	SP3
0344	0344/P/06/GC	Karl Creaser	Historic England	n/a	SP4
0344	0344/P/07/GC	Karl Creaser	Historic England	n/a	SP4
0344	0344/P/08/GC	Karl Creaser	Historic England	n/a	SP6

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0344	0344/P/09/GC	Karl Creaser	Historic England	n/a	SP7
0344	0344/P/10/GC	Karl Creaser	Historic England	n/a	CDMP1
0344	0344/P/11/GC	Karl Creaser	Historic England	n/a	CDMP3
0344	0344/P/12/GC	Karl Creaser	Historic England	n/a	CDMP4
0344	0344/P/13/GC	Karl Creaser	Historic England	n/a	CDMP4
0344	0344/P/14/GC	Karl Creaser	Historic England	n/a	CDMP5
0344	0344/P/15/GC	Karl Creaser	Historic England	n/a	EP14
0344	0344/P/16/GC	Karl Creaser	Historic England	n/a	Monitoring
0344	0344/P/17/D	Karl Creaser	Historic England	n/a	n/a
0358	0358/P/01/B1	Matthew Symons	Hollins Strategic Land	n/a	n/a
0358	0358/P/02/B2	Matthew Symons	Hollins Strategic Land	n/a	n/a
0358	0358/P/03/C	Matthew Symons	Hollins Strategic Land	n/a	SA1/18
0358	0358/P/04/C	Matthew Symons	Hollins Strategic Land	n/a	SA3/4
0363	0363/P/01/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SA1/16
0363	0363/P/02/B2	Jessica Bond	Taylor Wimpey UK	Lichfields	n/a
0363	0363/P/03/C	Jessica Bond	Taylor Wimpey UK	Lichfields	Local Plan Strategy
0363	0363/P/04/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP1
0363	0363/P/05/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP4
0363	0363/P/06/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP6
0363	0363/P/07/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP7
0363	0363/P/08/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP8
0363	0363/P/09/C	Jessica Bond	Taylor Wimpey UK	Lichfields	CDMP2
0363	0363/P/10/C	Jessica Bond	Taylor Wimpey UK	Lichfields	CDMP4
0363	0363/P/11/C	Jessica Bond	Taylor Wimpey UK	Lichfields	CDMP6
0363	0363/P/12/C	Jessica Bond	Taylor Wimpey UK	Lichfields	HP1
0363	0363/P/13/C	Jessica Bond	Taylor Wimpey UK	Lichfields	HP2
0363	0363/P/14/C	Jessica Bond	Taylor Wimpey UK	Lichfields	HP3

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0363	0363/P/15/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SA1/16 EXT
0363	0363/P/16/C	Jessica Bond	Taylor Wimpey UK	Lichfields	SP2
0363	0363/P/17/C	Jessica Bond	Taylor Wimpey UK	Lichfields	CDMP3
0363	0363/P/18/C	Jessica Bond	Taylor Wimpey UK	Lichfields	HP9
0377	0377/P/01/EB	Marcus Hudson	Lancashire County Council (Education)	n/a	IDP
0395	0395/P/01/B1	n/a	CPRE Lancashire	n/a	n/a
0395	0395/P/02/B2	n/a	CPRE Lancashire	n/a	n/a
0395	0395/P/03/C	n/a	CPRE Lancashire	n/a	HP1
0395	0395/P/04/D	n/a	CPRE Lancashire	n/a	n/a
0395	0395/P/05/C	n/a	CPRE Lancashire	n/a	Spatial Portrait and Key Issues
0395	0395/P/06/C	n/a	CPRE Lancashire	n/a	Vision and objectives
0395	0395/P/07/C	n/a	CPRE Lancashire	n/a	Local Plan Strategy
0395	0395/P/08/C	n/a	CPRE Lancashire	n/a	SP1
0395	0395/P/09/C	n/a	CPRE Lancashire	n/a	SP2
0395	0395/P/10/C	n/a	CPRE Lancashire	n/a	SP3
0395	0395/P/11/C	n/a	CPRE Lancashire	n/a	SP4
0395	0395/P/12/C	n/a	CPRE Lancashire	n/a	SP5
0395	0395/P/13/C	n/a	CPRE Lancashire	n/a	SP6
0395	0395/P/14/C	n/a	CPRE Lancashire	n/a	SP7
0395	0395/P/15/C	n/a	CPRE Lancashire	n/a	SP8
0395	0395/P/16/C	n/a	CPRE Lancashire	n/a	CDMP1
0395	0395/P/17/C	n/a	CPRE Lancashire	n/a	CDMP2
0395	0395/P/18/C	n/a	CPRE Lancashire	n/a	CDMP3
0395	0395/P/19/C	n/a	CPRE Lancashire	n/a	CDMP4
0395	0395/P/20/C	n/a	CPRE Lancashire	n/a	CDMP5
0395	0395/P/21/C	n/a	CPRE Lancashire	n/a	CDMP6
0395	0395/P/22/C	n/a	CPRE Lancashire	n/a	HP1

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0395	0395/P/23/C	n/a	CPRE Lancashire	n/a	HP3
0395	0395/P/24/C	n/a	CPRE Lancashire	n/a	HP5
0395	0395/P/25/C	n/a	CPRE Lancashire	n/a	HP6
0395	0395/P/26/C	n/a	CPRE Lancashire	n/a	HP7
0395	0395/P/27/C	n/a	CPRE Lancashire	n/a	HP9
0395	0395/P/28/C	n/a	CPRE Lancashire	n/a	EP1
0395	0395/P/29/C	n/a	CPRE Lancashire	n/a	SA1/1
0395	0395/P/30/C	n/a	CPRE Lancashire	n/a	SA1/2
0395	0395/P/31/C	n/a	CPRE Lancashire	n/a	SA1/3
0395	0395/P/32/C	n/a	CPRE Lancashire	n/a	SA1/4
0395	0395/P/33/C	n/a	CPRE Lancashire	n/a	SA1/5
0395	0395/P/34/C	n/a	CPRE Lancashire	n/a	SA1/6
0395	0395/P/35/C	n/a	CPRE Lancashire	n/a	SA1/7
0395	0395/P/36/C	n/a	CPRE Lancashire	n/a	SA1/8
0395	0395/P/37/C	n/a	CPRE Lancashire	n/a	SA1/9
0395	0395/P/38/C	n/a	CPRE Lancashire	n/a	SA1/10
0395	0395/P/39/C	n/a	CPRE Lancashire	n/a	SA1/11
0395	0395/P/40/C	n/a	CPRE Lancashire	n/a	SA1/12
0395	0395/P/41/C	n/a	CPRE Lancashire	n/a	SA1/13
0395	0395/P/42/C	n/a	CPRE Lancashire	n/a	SA1/14
0395	0395/P/43/C	n/a	CPRE Lancashire	n/a	SA1/15
0395	0395/P/44/C	n/a	CPRE Lancashire	n/a	SA1/16
0395	0395/P/45/C	n/a	CPRE Lancashire	n/a	SA1/17
0395	0395/P/46/C	n/a	CPRE Lancashire	n/a	SA1/18
0395	0395/P/47/C	n/a	CPRE Lancashire	n/a	SA1/19
0395	0395/P/48/C	n/a	CPRE Lancashire	n/a	SA1/20
0395	0395/P/49/C	n/a	CPRE Lancashire	n/a	SA1/21

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0395	0395/P/50/C	n/a	CPRE Lancashire	n/a	SA1/22
0395	0395/P/51/C	n/a	CPRE Lancashire	n/a	SA1/23
0395	0395/P/52/C	n/a	CPRE Lancashire	n/a	SA1/24
0395	0395/P/53/C	n/a	CPRE Lancashire	n/a	SA1/25
0395	0395/P/54/C	n/a	CPRE Lancashire	n/a	SA1/26
0395	0395/P/55/C	n/a	CPRE Lancashire	n/a	SA1/27
0395	0395/P/56/C	n/a	CPRE Lancashire	n/a	SA2/1
0395	0395/P/57/C	n/a	CPRE Lancashire	n/a	SA2/2
0395	0395/P/58/C	n/a	CPRE Lancashire	n/a	SA2/3
0395	0395/P/59/C	n/a	CPRE Lancashire	n/a	SA2/4
0395	0395/P/60/C	n/a	CPRE Lancashire	n/a	SA3/1
0395	0395/P/61/C	n/a	CPRE Lancashire	n/a	SA3/2
0395	0395/P/62/C	n/a	CPRE Lancashire	n/a	SA3/3
0395	0395/P/63/C	n/a	CPRE Lancashire	n/a	SA3/4
0395	0395/P/64/C	n/a	CPRE Lancashire	n/a	SA3/5
0395	0395/P/65/C	n/a	CPRE Lancashire	n/a	SA4
0395	0395/P/66/C	n/a	CPRE Lancashire	n/a	SA5
0407	0407/P/01/C	Lesley Dodgson	n/a	n/a	n/a
0407	0407/P/02/C	Lesley Dodgson	n/a	n/a	Spatial Portrait and Key Issues Para. 2.2.6
0407	0407/P/03/C	Lesley Dodgson	n/a	n/a	Spatial Portrait and Key Issues Para. 2.6.2
0407	0407/P/04/C	Lesley Dodgson	n/a	n/a	Spatial Portrait and Key Issues Para. 2.9.4
0407	0407/P/05/C	Lesley Dodgson	n/a	n/a	Spatial Portrait and Key Issues Para. 2.9.7
0407	0407/P/06/C	Lesley Dodgson	n/a	n/a	Vision Para. 3.2.13
0407	0407/P/07/C	Lesley Dodgson	n/a	n/a	HP7
0407	0407/P/08/C	Lesley Dodgson	n/a	n/a	SA1/15
0412	0412/P/01/C	Janet Huddart	Forton Parish Council	n/a	HP1

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0412	0412/P/02/C	Janet Huddart	Forton Parish Council	n/a	SA3/4
0412	0412/P/03/C	Janet Huddart	Forton Parish Council	n/a	SP1
0412	0412/P/04/C	Janet Huddart	Forton Parish Council	n/a	SP1
0412	0412/P/05/C	Janet Huddart	Forton Parish Council	n/a	SP2
0412	0412/P/06/C	Janet Huddart	Forton Parish Council	n/a	SP4
0412	0412/P/07/C	Janet Huddart	Forton Parish Council	n/a	SP7
0412	0412/P/08/C	Janet Huddart	Forton Parish Council	n/a	SP8
0412	0412/P/09/C	Janet Huddart	Forton Parish Council	n/a	CDMP1
0412	0412/P/10/C	Janet Huddart	Forton Parish Council	n/a	CDMP3
0412	0412/P/11/C	Janet Huddart	Forton Parish Council	n/a	CDMP4
0412	0412/P/12/C	Janet Huddart	Forton Parish Council	n/a	HP2
0412	0412/P/13/C	Janet Huddart	Forton Parish Council	n/a	HP3
0412	0412/P/14/C	Janet Huddart	Forton Parish Council	n/a	HP4
0412	0412/P/15/C	Janet Huddart	Forton Parish Council	n/a	HP5
0412	0412/P/16/C	Janet Huddart	Forton Parish Council	n/a	HP7
0412	0412/P/17/D	Janet Huddart	Forton Parish Council	n/a	n/a
0418	0418/P/01/GC	Margaret Mansfield	n/a	n/a	SA3/4
0424	0424/P/01/C	Judith Hargreaves	n/a	n/a	SA3/4
0424	0424/P/02/C	Judith Hargreaves	n/a	n/a	SP2
0424	0424/P/03/C	Judith Hargreaves	n/a	n/a	SP4
0424	0424/P/04/C	Judith Hargreaves	n/a	n/a	EP8
0424	0424/P/05/C	Judith Hargreaves	n/a	n/a	EP12
0424	0424/P/06/C	Judith Hargreaves	n/a	n/a	EP13
0424	0424/P/07/D	Judith Hargreaves	n/a	n/a	n/a
0458	0458/P/01/B1	Louise Banton	Cabus Parish Council	n/a	n/a
0458	0458/P/02/B2	Louise Banton	Cabus Parish Council	n/a	n/a
0458	0458/P/03/C	Louise Banton	Cabus Parish Council	n/a	SA6

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0458	0458/P/04/D	Louise Banton	Cabus Parish Council	n/a	n/a
0458	0458/P/05/C	Louise Banton	Cabus Parish Council	n/a	SA1/16
0484	0484/P/01/B1	David Evans	n/a	n/a	n/a
0484	0484/P/02/B2	David Evans	n/a	n/a	n/a
0484	0484/P/03/C	David Evans	n/a	n/a	n/a
0492	0492/P/01/B1	Stephen Hunter	n/a	n/a	n/a
0492	0492/P/02/B2	Stephen Hunter	n/a	n/a	n/a
0492	0492/P/03/C	Stephen Hunter	n/a	n/a	SA3/3
0492	0492/P/04/D	Stephen Hunter	n/a	n/a	SA3/3
0494	0494/P/01/GC	Andy Jackson	n/a	n/a	n/a
0495	0495/P/01/B1	Jonathan Slee	n/a	n/a	n/a
0495	0495/P/02/B2	Jonathan Slee	n/a	n/a	n/a
0495	0495/P/03/C	Jonathan Slee	n/a	n/a	SA3/3
0501	0501/P/01/B1	Mark Houghton	n/a	n/a	SA6
0501	0501/P/02/B2	Mark Houghton	n/a	n/a	SA6
0501	0501/P/03/C	Mark Houghton	n/a	n/a	SA6
0510	0510/P/01/CG	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	Objectives
0510	0510/P/02/C	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	Local Plan Strategy Para. 4.1.13
0510	0510/P/03/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP1
0510	0510/P/04/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP1
0510	0510/P/05/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP1
0510	0510/P/06/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP1
0510	0510/P/07/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP2
0510	0510/P/08/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	Strategic Policies Para. 5.5.1
0510	0510/P/09/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP4

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0510	0510/P/10/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	Strategic Policies 5.6 - Forest of Bowland
0510	0510/P/11/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP5
0510	0510/P/12/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SP8
0510	0510/P/13/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	CDMP4
0510	0510/P/14/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	CDMP4
0510	0510/P/15/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	CDMP6
0510	0510/P/16/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	HP1
0510	0510/P/17/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	HP7
0510	0510/P/18/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	n/a
0510	0510/P/19/GC	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	EP8
0510	0510/P/20/EB	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	SHLAA
0526	0526/P/01/B1	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	n/a
0526	0526/P/02/B2	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	n/a
0526	0526/P/03/C	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	SA1 NEW
0526	0526/P/04/C	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	SA1 NEW
0545	0545/P/01/B1	Edwina Parry	Garstang Town Council	n/a	n/a
0545	0545/P/02/B2	Edwina Parry	Garstang Town Council	n/a	n/a
0545	0545/P/03/C	Edwina Parry	Garstang Town Council	n/a	Introduction Para. 1.2.1
0545	0545/P/04/GC	Edwina Parry	Garstang Town Council	n/a	EP4
0545	0545/P/04a/GC	Edwina Parry	Garstang Town Council	n/a	CDMP4

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0550	0550/P/01/B1	GQ Parker	n/a	n/a	n/a
0550	0550/P/02/B2	GQ Parker	n/a	n/a	n/a
0550	0550/P/03/C	GQ Parker	n/a	n/a	SP2
0592	0592/P/01/GC	Nicky Mason	Barnacre-with-Bonds Parish Council	n/a	n/a
0592	0592/P/02/D	Nicky Mason	Barnacre-with-Bonds Parish Council	n/a	n/a
0610	0610/P/01/B1	Alison May	Preesall Town Council	n/a	n/a
0610	0610/P/02/B2	Alison May	Preesall Town Council	n/a	n/a
0610	0610/P/03/C	Alison May	Preesall Town Council	n/a	n/a
0610	0610/P/04/D	Alison May	Preesall Town Council	n/a	n/a
0641	0641/P/01/B1	Keith Holden	n/a	David Shepherd, Shepherd Planning	n/a
0641	0641/P/02/B2	Keith Holden	n/a	David Shepherd, Shepherd Planning	n/a
0641	0641/P/03/C	Keith Holden	n/a	David Shepherd, Shepherd Planning	SA1 NEW
0644	0644/P/01/B1	Melanie Harben	Nateby Parish Council	n/a	n/a
0644	0644/P/02/B2	Melanie Harben	Nateby Parish Council	n/a	n/a
0644	0644/P/03/C	Melanie Harben	Nateby Parish Council	n/a	n/a
0645	0645/P/01/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	n/a
0645	0645/P/02/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Vision and Objectives
0645	0645/P/03/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Objectives
0645	0645/P/04/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Objectives
0645	0645/P/05/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Objectives
0645	0645/P/06/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Objectives

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0645	0645/P/07/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Local Plan Strategy
0645	0645/P/08/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP2
0645	0645/P/09/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP2
0645	0645/P/10/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Strategic Policies 5.5 -Countryside Areas
0645	0645/P/11/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP4
0645	0645/P/12/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Strategic Polcies 5.6 -Forest of Bowland AONB
0645	0645/P/13/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP5
0645	0645/P/14/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP7
0645	0645/P/15/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP2
0645	0645/P/16/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP3
0645	0645/P/17/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP4
0645	0645/P/18A/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Core Development Management Policies 6.5 - Environmental Assets
0645	0645/P/18B/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP4
0645	0645/P/19A/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Historic Environment
0645	0645/P/19B/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP5
0645	0645/P/20/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP6
0645	0645/P/21/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	CDMP6
0645	0645/P/22/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	SP1
0645	0645/P/23/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	n/a
0645	0645/P/24/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	HP3
0645	0645/P/25/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	HP6

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0645	0645/P/26/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	HP7
0645	0645/P/27/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	EP2
0645	0645/P/28/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	EP3
0645	0645/P/29/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	Economy 8.8 - Rural Economy
0645	0645/P/30/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	EP12
0645	0645/P/31/GC	Melanie Harben	Nether Wyresdale Parish Council	n/a	EP14
0656	0656/P/01/C	Jill Walton	n/a	n/a	SA1/13
0656	0656/P/02/D	Jill Walton	n/a	n/a	SA1/13
0657	0657/P/01/C	Paul Burrows	n/a	n/a	Strategic Policies Para. 5.2.2
0657	0657/P/02/D	Paul Burrows	n/a	n/a	SA1/13
0659	0659/P/01/B1	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	n/a
0659	0659/P/02/B2	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	n/a
0659	0659/P/03/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	n/a
0659	0659/P/04/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Introduction Para. 1.2.1
0659	0659/P/05/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Spatial Portrait and Key Issues 2.8 -
0659	0659/P/06/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Objectives Para. 3.4.1
0659	0659/P/07/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Local Plan Strategy Para. 4.1.6
0659	0659/P/08/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Local Plan Strategy Para. 4.1.11
0659	0659/P/09/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Local Plan Strategy Para. 4.1.15
0659	0659/P/10/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Local Plan Strategy Para. 4.1.18
0659	0659/P/11/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	SP1
0659	0659/P/12/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	SP2
0659	0659/P/13/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	HP3

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0659	0659/P/14/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	SA1
0659	0659/P/15/C	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	SA1/13
0659	0659/P/16/D	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	5.2.1.4
0659	0659/P/17/D	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	5.2.2
0661	0661/P/01/B2	Brian Leighton	n/a	n/a	n/a
0661	0661/P/02/C	Brian Leighton	n/a	n/a	SA1/13
0661	0661/P/02a/C	Brian Leighton	n/a	n/a	SA3/3
0661	0661/P/03/D	Brian Leighton	n/a	n/a	SA1/13
0664	0664/P/01/B1	George Diaper	n/a	n/a	n/a
0664	0664/P/02/B2	George Diaper	n/a	n/a	n/a
0664	0664/P/03/C	George Diaper	n/a	n/a	Foreword, Para. 4
0664	0664/P/04/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/05/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/06/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/07/C	George Diaper	n/a	n/a	SP1
0664	0664/P/08/C	George Diaper	n/a	n/a	SP1
0664	0664/P/09/C	George Diaper	n/a	n/a	Strategic Policies 5.2 - Development Strategy
0664	0664/P/10/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/11/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/12/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/13/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/14/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/15/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/16/C	George Diaper	n/a	n/a	SA1/13
0664	0664/P/17/C	George Diaper	n/a	n/a	HP3
0664	0664/P/18/D	George Diaper	n/a	n/a	SA1/13

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0665	0665/P/01/B2	Dianne Hogarth	n/a	n/a	n/a
0665	0665/P/02/C	Dianne Hogarth	n/a	n/a	SA1/13
0665	0665/P/03/D	Dianne Hogarth	n/a	n/a	SA1/13
0671	0671/P/01/C	Cllr Peter Bull	Little Eccleston with Larbreck PC	n/a	SA3/3
0675	0675/P/01/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	Vision Para. 3.2.8
0675	0675/P/02/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	Objectives
0675	0675/P/03/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	Local Plan Strategy Para. 4.1.5
0675	0675/P/04/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	SP1
0675	0675/P/05/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	CDMP3
0675	0675/P/06/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	CDMP4
0675	0675/P/07/GC	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	HP9
0675	0675/P/08/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	EP12
0675	0675/P/09/C	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	Site Allocations
0675	0675/P/10/D	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	n/a	Appendix B
0676	0676/P/01/GC	n/a	Environment Agency	n/a	CDMP2
0676	0676/P/02/GC	n/a	Environment Agency	n/a	SA4

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0676	0676/P/03/GC	n/a	Environment Agency	n/a	SA5
0676	0676/P/04/GC	n/a	Environment Agency	n/a	SA3/1
0676	0676/P/05/GC	n/a	Environment Agency	n/a	SA1/1
0676	0676/P/06/GC	n/a	Environment Agency	n/a	SA1/10
0676	0676/P/07/GC	n/a	Environment Agency	n/a	SA3/1
0676	0676/P/08/GC	n/a	Environment Agency	n/a	SA4
0676	0676/P/09/GC	n/a	Environment Agency	n/a	SA5
0676	0676/P/10/GC	n/a	Environment Agency	n/a	n/a
0676	0676/P/11/GC	n/a	Environment Agency	n/a	Section 6. CDMP New Policy
0676	0676/P/12/GC	n/a	Environment Agency	n/a	Section 6. CDMP New Policy
0676	0676/P/13/GC	n/a	Environment Agency	n/a	n/a
0676	0676/P/14/D	n/a	Environment Agency	n/a	n/a
0676	0676/P/15/GC	n/a	Environment Agency	n/a	n/a
0689	0689/P/01/GC	Richard Lever	Property Capital PLC	n/a	SA1/21 EXT
0689	0689/P/02/GC	Richard Lever	Property Capital PLC	n/a	SA3/3
0691	0691/P/01/GC	n/a	United Utilities	n/a	n/a
0691	0691/P/02/GC	n/a	United Utilities	n/a	n/a
0691	0691/P/03a/GC	n/a	United Utilities	n/a	n/a
0691	0691/P/03b/GC	n/a	United Utilities	n/a	SA3/4
0691	0691/P/04/GC	n/a	United Utilities	n/a	SA2/4
0691	0691/P/05/GC	n/a	United Utilities	n/a	SA3/2
0691	0691/P/06/GC	n/a	United Utilities	n/a	SA1/24
0691	0691/P/07/GC	n/a	United Utilities	n/a	SA3/1
0694	0694/P/01/B1	Ross Anthony	Theatres Trust	n/a	n/a
0694	0694/P/02/C	Ross Anthony	Theatres Trust	n/a	New Policy
0717	0717/P/01/B1	K Whittingham	n/a	Jacob Salisbury, Graham Anthony Associates	n/a

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0717	0717/P/02/B2	K Whittingham	n/a	Jacob Salisbury, Graham Anthony Associates	n/a
0717	0717/P/03/C	K Whittingham	n/a	Jacob Salisbury, Graham Anthony Associates	SA3/4 EXT
0794a	0794a/P/01/C	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	HP1
0794a	0794a/P/02/C	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	SA1 NEW
0794a	0794a/P/03/C	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	HP2
0794a	0794a/P/04/C	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	CDMP2
0794b	0794b/P/01/B1	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	n/a
0794b	0794b/P/02/B2	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	n/a
0794b	0794b/P/03/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SP1
0794b	0794b/P/04/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SP3
0794b	0794b/P/05/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	HP1
0794b	0794b/P/06/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	HP2
0794b	0794b/P/07/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	HP7
0794b	0794b/P/08/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1/2
0794b	0794b/P/09/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1/27
0794b	0794b/P/10/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1/25
0794b	0794b/P/11/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1/8
0794b	0794b/P/12/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1 NEW

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0794b	0794b/P/13/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1 NEW
0794b	0794b/P/14/C	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	SA1 NEW
0808	0808/P/01/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	n/a
0808	0808/P/02/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	Vision
0808	0808/P/03/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	Objectives
0808	0808/P/04/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	n/a
0808	0808/P/05/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP1
0808	0808/P/06/D	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	n/a
0808	0808/P/07/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP2
0808	0808/P/08/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP3
0808	0808/P/09/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP4
0808	0808/P/10/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP6
0808	0808/P/11/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SP7
0808	0808/P/12/EB	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	IDP
0808	0808/P/13/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	CDMP2
0808	0808/P/14/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	CDMP3
0808	0808/P/15/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	CDMP4
0808	0808/P/16/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	CDMP5
0808	0808/P/17/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	CDMP6
0808	0808/P/18/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	HP1
0808	0808/P/19/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	HP2

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0808	0808/P/20/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	HP3
0808	0808/P/21/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	HP7
0808	0808/P/22/C	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	HP9
0808	0808/P/23/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	n/a
0808	0808/P/24/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SA1 NEW
0808	0808/P/25/GC	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	SA1/8 EXT
0810	0810/P/01/B1	A Heine	Heine Planning	n/a	n/a
0810	0810/P/01/B2	A Heine	Heine Planning	n/a	n/a
0810	0810/P/03/C	A Heine	Heine Planning	n/a	HP8
0811	0811/P/01/B1	Sarah Nunn	n/a	n/a	SA1/13
0811	0811/P/02/B2	Sarah Nunn	n/a	n/a	SA1/13
0811	0811/P/03/C	Sarah Nunn	n/a	n/a	SA1/13
0811	0811/P/04/D	Sarah Nunn	n/a	n/a	SA1/13
0812	0812/P/01/B1	Richard West	n/a	n/a	n/a
0812	0812/P/02/B2	Richard West	n/a	n/a	n/a
0812	0812/P/03/C	Richard West	n/a	n/a	SA1/13
0812	0812/P/04/D	Richard West	n/a	n/a	SA1/13
0814	0814/P/01/GC	Robert Thompson	n/a	n/a	n/a
0831	0831/P/01/GC	Debbie Baker	MOD (DIO)	n/a	n/a
0832	0832/P/01/B1	Kevin Toole	n/a	n/a	n/a
0832	0832/P/02/B2	Kevin Toole	n/a	n/a	n/a
0832	0832/P/03/C	Kevin Toole	n/a	n/a	n/a
0833	0833/P/01/B1	Paul Matthews	n/a	n/a	n/a
0833	0833/P/02/B2	Paul Matthews	n/a	n/a	n/a
0833	0833/P/03/C	Paul Matthews	n/a	n/a	n/a
0834	0834/P/01/B1	Steve Jenkinson	n/a	n/a	n/a

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0834	0834/P/02/B2	Steve Jenkinson	n/a	n/a	n/a
0834	0834/P/03/C	Steve Jenkinson	n/a	n/a	n/a
0835	0835/P/01/B1	Patricia Gonzalez	n/a	n/a	n/a
0835	0835/P/02/B2	Patricia Gonzalez	n/a	n/a	n/a
0835	0835/P/03/C	Patricia Gonzalez	n/a	n/a	n/a
0836	0836/P/01/B1	Bernard Wilkinson	n/a	n/a	n/a
0836	0836/P/02/B2	Bernard Wilkinson	n/a	n/a	n/a
0836	0836/P/03/C	Bernard Wilkinson	n/a	n/a	n/a
0837	0837/P/01/B1	Lawrence Warburton	n/a	n/a	n/a
0837	0837/P/02/B2	Lawrence Warburton	n/a	n/a	n/a
0837	0837/P/03/C	Lawrence Warburton	n/a	n/a	n/a
0838	0838/P/01/B1	June Brand	n/a	n/a	SA1/1
0838	0838/P/02/B2	June Brand	n/a	n/a	SA1/1
0838	0838/P/03/C	June Brand	n/a	n/a	SA1/1
0839	0839/P/01/B1	Brian Mayne	n/a	n/a	n/a
0839	0839/P/02/B2	Brian Mayne	n/a	n/a	n/a
0839	0839/P/03/C	Brian Mayne	n/a	n/a	n/a
0840	0840/P/01/B1	Peter Ronald Williams	n/a	n/a	n/a
0840	0840/P/02/B2	Peter Ronald Williams	n/a	n/a	n/a
0840	0840/P/03/C	Peter Ronald Williams	n/a	n/a	n/a
0841*	0841/P/01/B1	Louise Atherton	n/a	n/a	n/a
0841*	0841/P/02/B2	Louise Atherton	n/a	n/a	n/a
0841*	0841/P/03/C	Louise Atherton	n/a	n/a	n/a
0842	0842/P/01/B1	Carli Melia	n/a	n/a	n/a
0842	0842/P/02/B2	Carli Melia	n/a	n/a	n/a
0842	0842/P/03/C	Carli Melia	n/a	n/a	n/a

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0843	0843/P/01/B1	Jennifer Barlow	n/a	n/a	n/a
0843	0843/P/02/B2	Jennifer Barlow	n/a	n/a	n/a
0843	0843/P/03/C	Jennifer Barlow	n/a	n/a	n/a
0845	0845/P/01/B1	Janet Baguley	Natural England	n/a	n/a
0845	0845/P/02/B2	Janet Baguley	Natural England	n/a	n/a
0845	0845/P/03/C	Janet Baguley	Natural England	n/a	n/a
0845	0845/P/04/GC	Janet Baguley	Natural England	n/a	CDMP4
0845	0845/P/05/GC	Janet Baguley	Natural England	n/a	HP9
0845	0845/P/06/EB	Janet Baguley	Natural England	n/a	HRA
0847	0847/P/01/GC	Brian Sheasby	Lancashire County Council	n/a	SA1/1
0848	0848/P/01/GC	Nigel & Sylvia English	n/a	n/a	SA1/13
0849	0849/P/01/C	Graham Fletcher	n/a	n/a	SA1/13
0849	0849/P/02/D	Graham Fletcher	n/a	n/a	SA1/13
0850*	0850/P/01/B1	Alan Swindells	n/a	n/a	n/a
0850*	0850/P/02/B2	Alan Swindells	n/a	n/a	n/a
0850*	0850/P/03/C	Alan Swindells	n/a	n/a	n/a
0851	0851/P/01/B1	Lesley Tripp	n/a	n/a	n/a
0851	0851/P/02/B2	Lesley Tripp	n/a	n/a	n/a
0851	0851/P/03/C	Lesley Tripp	n/a	n/a	n/a
0852	0852/P/01/B1	Michael Wills	n/a	n/a	n/a
0852	0852/P/02/B2	Michael Wills	n/a	n/a	n/a
0852	0852/P/03/C	Michael Wills	n/a	n/a	Spatial Portrait and Key Issues 2.3 Population & Society
0852	0852/P/04/D	Michael Wills	n/a	n/a	n/a
0853	0853/P/01/B1	Steve Palmer	n/a	n/a	n/a
0853	0853/P/02/B2	Steve Palmer	n/a	n/a	n/a

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0853	0853/P/03/C	Steve Palmer	n/a	n/a	n/a
0854	0854/P/01/B1	Jacob Chantler	n/a	n/a	n/a
0854	0854/P/02/B2	Jacob Chantler	n/a	n/a	n/a
0854	0854/P/03/C	Jacob Chantler	n/a	n/a	n/a
0855	0855/P/01/B1	John Shaw	n/a	n/a	n/a
0855	0855/P/02/B2	John Shaw	n/a	n/a	n/a
0855	0855/P/03/C	John Shaw	n/a	n/a	n/a
0855	0855/P/04/D	John Shaw	n/a	n/a	5.3, 3.4.1, 4.1.17
0856	0856/P/01/B1	Janet Foster	n/a	n/a	n/a
0856	0856/P/02/B2	Janet Foster	n/a	n/a	n/a
0856	0856/P/03/C	Janet Foster	n/a	n/a	n/a
0860	0860/P/01/B1	Matthew Nunn	n/a	n/a	n/a
0860	0860/P/02/B2	Matthew Nunn	n/a	n/a	n/a
0860	0860/P/03/C	Matthew Nunn	n/a	n/a	Spatial Portrait and Key Issues Para. 2.2.4
0860	0860/P/04/C	Matthew Nunn	n/a	n/a	Spatial Portrait and Key Issues Para. 2.4.5
0860	0860/P/05/C	Matthew Nunn	n/a	n/a	Spatial Portrait and Key Issues Para. 2.3.3
0860	0860/P/05a/C	Matthew Nunn	n/a	n/a	Vision Para. 3.2.2
0860	0860/P/06/C	Matthew Nunn	n/a	n/a	Spatial Portrait and Key Issues Para. 2.8.7
0860	0860/P/07/C	Matthew Nunn	n/a	n/a	CDMP6
0860	0860/P/08/C	Matthew Nunn	n/a	n/a	CDMP4
0860	0860/P/09/C	Matthew Nunn	n/a	n/a	SP1
0860	0860/P/10/C	Matthew Nunn	n/a	n/a	SA1/13
0860	0860/P/11/D	Matthew Nunn	n/a	n/a	SA1/13
0861	0861/P/01/C	Gillian Saunders	n/a	n/a	SA1/13

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0861	0861/P/02/C	Gillian Saunders	n/a	n/a	SA1/13
0861	0861/P/03/D	Gillian Saunders	n/a	n/a	SA1/13
0862	0862/P/01/C	Angela Fletcher	n/a	n/a	SA1/13
0862	0862/P/02/D	Angela Fletcher	n/a	n/a	SA1/13
0863	0863/P/01/C	David Adkin	Great Eccleston Action Group	n/a	SA3/3
0864	0864/P/01/B1	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	n/a
0864	0864/P/02/B2	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	n/a
0864	0864/P/03/C	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	SA1/8
0864	0864/P/04/D	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	SA1/8
0865	0865/P/01/B1	Christine Ruth Kirby	n/a	n/a	n/a
0865	0865/P/02/C	Christine Ruth Kirby	n/a	n/a	CDMP4
0865	0865/P/03/C	Christine Ruth Kirby	n/a	n/a	SP4
0865	0865/P/04/D	Christine Ruth Kirby	n/a	n/a	SA1/13
0866	0866/P/01/B1	Lydia Kirby	n/a	n/a	n/a
0866	0866/P/02/B2	Lydia Kirby	n/a	n/a	n/a
0866	0866/P/03/C	Lydia Kirby	n/a	n/a	SA1/13
0867	0867/P/01/C	Tamzin Roberts	n/a	n/a	SA1/13
0869*	0869/P/01/B1	Diane Saffery	n/a	n/a	n/a
0869*	0869/P/02/B2	Diane Saffery	n/a	n/a	n/a
0869*	0869/P/03/C	Diane Saffery	n/a	n/a	SA1/13
0869*	0869/P/04/D	Diane Saffery	n/a	n/a	SA1/13
0870	0870/P/01/C	Simon Haley	n/a	n/a	SA1/13
0870	0870/P/02/C	Simon Haley	n/a	n/a	SA1/13
0870	0870/P/03/D	Simon Haley	n/a	n/a	SA1/13
0871	0871/P/01/C	Geoffrey Hogarth	n/a	n/a	SA1/13
0871	0871/P/02/D	Geoffrey Hogarth	n/a	n/a	SA1/13
0872	0872/P/01/GC	Robert Brooks	n/a	n/a	SA1/13

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0873	0873/P/01/C	Rakesh Soni	n/a	Alice Henderson, DPP Planning	SA1/26
0873	0873/P/02/B1	Rakesh Soni	n/a	Alice Henderson, DPP Planning	n/a
0873	0873/P/02/B2	Rakesh Soni	n/a	Alice Henderson, DPP Planning	n/a
0874	0874/P/01/C	Kenneth Sutcliffe	n/a	n/a	SA1/13
0874	0874/P/02/D	Kenneth Sutcliffe	n/a	n/a	SA1/13
0875	0875/P/01/C	David Stubbs	n/a	n/a	SA1/13
0875	0875/P/02/D	David Stubbs	n/a	n/a	SA1/13
0876	0876/P/01/B1	Isabel Olsen	n/a	n/a	SA1/13
0876	0876/P/02/B2	Isabel Olsen	n/a	n/a	SA1/13
0876	0876/P/03/C	Isabel Olsen	n/a	n/a	SA1/13
0876	0876/P/04/D	Isabel Olsen	n/a	n/a	SA1/13
0877	0877/P/01/B1	Anthony Olsen	n/a	n/a	n/a
0877	0877/P/02/B2	Anthony Olsen	n/a	n/a	n/a
0877	0877/P/03/C	Anthony Olsen	n/a	n/a	SA1/13
0877	0877/P/04/D	Anthony Olsen	n/a	n/a	SA1/13
0878	0878/P/01/B2	Janet Gorman	n/a	n/a	n/a
0878	0878/P/02/C	Janet Gorman	n/a	n/a	n/a
0879	0879/P/01/C	Valerie Essex-Crosby	n/a	n/a	SA1/13
0880	0880/P/01/B1	Jon Howson	n/a	n/a	n/a
0880	0880/P/02/B2	Jon Howson	n/a	n/a	n/a
0880	0880/P/03/C	Jon Howson	n/a	n/a	SA1/13
0880	0880/P/04/D	Jon Howson	n/a	n/a	SA1/13
0881	0881/P/01/B1	Ian MacGregor	n/a	n/a	SA1/13
0881	0881/P/02/B2	Ian MacGregor	n/a	n/a	SA1/13
0881	0881/P/03/C	Ian MacGregor	n/a	n/a	SA1/13
0881	0881/P/04/D	Ian MacGregor	n/a	n/a	SA1/13

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0882*	0882/P/01/D	Robert Emmington	n/a	n/a	SA1/13
0883	0883/P/01/B1	James Smith	n/a	n/a	SA1/13
0883	0883/P/02/B2	James Smith	n/a	n/a	SA1/13
0883	0883/P/03/C	James Smith	n/a	n/a	Local Plan Strategy
0883	0883/P/04/D	James Smith	n/a	n/a	SA1/13
0884	0884/P/01/B1	Derek Longstaff	n/a	n/a	n/a
0884	0884/P/02/B2	Derek Longstaff	n/a	n/a	n/a
0884	0884/P/03/C	Derek Longstaff	n/a	n/a	SA1/13
0884	0884/P/04/D	Derek Longstaff	n/a	n/a	SA1/13
0885	0885/P/01/B1	Stanley Stuart	n/a	n/a	SA1/13
0885	0885/P/02/B2	Stanley Stuart	n/a	n/a	SA1/13
0885	0885/P/03/C	Stanley Stuart	n/a	n/a	SA1/13
0886	0886/P/01/C	Janice Desborough	n/a	n/a	SP1
0886	0886/P/02/D	Janice Desborough	n/a	n/a	SA1/13
0886	0886/P/03/C	Janice Desborough	n/a	n/a	SA1/13
0887	0887/P/01/B2	Graham Edwards	n/a	n/a	n/a
0887	0887/P/02/C	Graham Edwards	n/a	n/a	SA1/13
0887	0887/P/03/D	Graham Edwards	n/a	n/a	SA1/13
0888*	0888/P/01/B1	Keith Bench	n/a	n/a	n/a
0888*	0888/P/02/B2	Keith Bench	n/a	n/a	n/a
0888*	0888/P/03/C	Keith Bench	n/a	n/a	SA1/13
0889	0889/P/01/B1	Timothy Haworth	n/a	n/a	n/a
0889	0889/P/01/B2	Timothy Haworth	n/a	n/a	n/a
0889	0889/P/03/C	Timothy Haworth	n/a	n/a	SA1 NEW
0890	0890/P/01/C	Brigid Teresa Stubbs	n/a	n/a	SA1/13
0890	0890/P/02/D	Brigid Teresa Stubbs	n/a	n/a	SA1/13
0891	0891/P/01/B1	Brian Dearnaley	n/a	n/a	n/a

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0891	0891/P/02/B2	Brian Dearnaley	n/a	n/a	n/a
0891	0891/P/03/C	Brian Dearnaley	n/a	n/a	SA1/13
0891	0891/P/04/D	Brian Dearnaley	n/a	n/a	SA1/13
0892	0892/P/01/B1	Stephen Nuttall	n/a	n/a	n/a
0892	0892/P/02/B2	Stephen Nuttall	n/a	n/a	n/a
0892	0892/P/03/C	Stephen Nuttall	n/a	n/a	SA1/13
0892	0892/P/04/C	Stephen Nuttall	n/a	n/a	SA1/13
0892	0892/P/05/D	Stephen Nuttall	n/a	n/a	SA1/13
0893*	0893/P/01/B1	Ellen Wilson	n/a	n/a	n/a
0893*	0893/P/02/B2	Ellen Wilson	n/a	n/a	n/a
0893*	0893/P/03/C	Ellen Wilson	n/a	n/a	SA1/13
0893*	0893/P/04/D	Ellen Wilson	n/a	n/a	SA1/13
0894	0894/P/01/C	Julia Mills	n/a	n/a	SA1/13
0894	0894/P/02/C	Julia Mills	n/a	n/a	SA1/13
0894	0894/P/03/C	Julia Mills	n/a	n/a	SA1/13
0894	0894/P/04/C	Julia Mills	n/a	n/a	Vision Para. 3.2.13
0894	0894/P/05/C	Julia Mills	n/a	n/a	Objectives
0894	0894/P/06/GC	Julia Mills	n/a	n/a	SA1/13
0895	0895/P/01/C	Paul Desborough	n/a	n/a	SA1/13
0895	0895/P/02/C	Paul Desborough	n/a	n/a	SA1/13
0895	0895/P/03/C	Paul Desborough	n/a	n/a	Local Plan Strategy Para. 4.1.18
0895	0895/P/04/C	Paul Desborough	n/a	n/a	SA1/13
0896	0896/P/01/D	Emma Butterworth	n/a	n/a	SA1/13
0896	0896/P/02/GC	Emma Butterworth	n/a	n/a	SA1/13
0897	0897/P/01/GC	Jonathan Palmer	n/a	n/a	SA1/13
0898	0898/P/01/GC	Steven Haley	n/a	n/a	SA1/13
0899	0899/P/01/B1	Maureen Gogarty	n/a	n/a	n/a

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0899	0899/P/02/B2	Maureen Gogarty	n/a	n/a	n/a
0899	0899/P/03/C	Maureen Gogarty	n/a	n/a	SA1/13
0899	0899/P/04/D	Maureen Gogarty	n/a	n/a	SA1/13
0900	0900/P/01/B1	Sylvia Waldron	n/a	David Walker, Landmark Property Consultants Ltd	n/a
0900	0900/P/02/B2	Sylvia Waldron	n/a	David Walker, Landmark Property Consultants Ltd	n/a
0900	0900/P/03/C	Sylvia Waldron	n/a	David Walker, Landmark Property Consultants Ltd	SA1/2
0901	0901/P/01/GC	David Schools	n/a	n/a	SA1/13
0901	0901/P/02/B1	David Schools	n/a	n/a	SA1/13
0901	0901/P/03/C	David Schools	n/a	n/a	SA1/13
0901	0901/P/04/B2	David Schools	n/a	n/a	SA1/13
0901	0901/P/05/GC	David Schools	n/a	n/a	SA1/13
0901	0901/P/06/D	David Schools	n/a	n/a	SA1/13
0902	0902/P/01/B1	n/a	Pipecroft Ltd & Russell Armer Homes	Harry Tonge, Steven Abbott Associates	n/a
0902	0902/P/02/B2	n/a	Pipecroft Ltd & Russell Armer Homes	Harry Tonge, Steven Abbott Associates	n/a
0902	0902/P/03/C	n/a	Pipecroft Ltd & Russell Armer Homes	Harry Tonge, Steven Abbott Associates	SP1
0903	0903/P/01/B1	Tom Rowe	n/a	Roy Bancroft, CFM Consultants Ltd	n/a
0903	0903/P/02/B2	Tom Rowe	n/a	Roy Bancroft, CFM Consultants Ltd	n/a

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0903	0903/P/03/C	Tom Rowe	n/a	Roy Bancroft, CFM Consultants Ltd	SA1/8
0904*	0904/P/01/B1	Christopher Smith	n/a	n/a	n/a
0904*	0904/P/02/C	Christopher Smith	n/a	n/a	SA1/13
0904*	0904/P/03/D	Christopher Smith	n/a	n/a	SA1/13
0905*	0905/P/01/D	Stephen Hargreaves	n/a	n/a	SA1/13
0906*	0906/P/01/D	Hilda Armer	n/a	n/a	SA1/13
0907*	0907/P/01/D	John Cookson	n/a	n/a	SA1/13
0908	0908/P/01/C	Peter Taylor	n/a	n/a	SA1/13
0908	0908/P/02/D	Peter Taylor	n/a	n/a	SA1/13
0909	0909/P/01/B1	Susan Gornall	n/a	n/a	n/a
0909	0909/P/02/B2	Susan Gornall	n/a	n/a	n/a
0909	0909/P/03/C	Susan Gornall	n/a	n/a	SA1/13
0909	0909/P/04/D	Susan Gornall	n/a	n/a	SA1/13
0910	0910/P/01/C	Jacqueline Wilson	n/a	n/a	SA1/13
0910	0910/P/02/D	Jacqueline Wilson	n/a	n/a	SA1/13
0911	0911/P/01/C	David Bannister	n/a	n/a	SA1/13
0911	0911/P/02/D	David Bannister	n/a	n/a	SA1/13
0912	0912/P/01/C	Donald Porteous	n/a	n/a	SA1/13
0912	0912/P/02/D	Donald Porteous	n/a	n/a	SA1/13
0913	0913/P/01/C	Gary Timmins	n/a	n/a	SA1/13
0913	0913/P/02/D	Gary Timmins	n/a	n/a	SA1/13
0914	0914/P/01/B1	Judith Wilson	n/a	n/a	n/a
0914	0914/P/02/B2	Judith Wilson	n/a	n/a	n/a
0914	0914/P/03/C	Judith Wilson	n/a	n/a	SA1/13
0914	0914/P/04/D	Judith Wilson	n/a	n/a	SA1/13
0915	0915/P/01/B1	Michael Wilson	n/a	n/a	n/a

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0915	0915/P/02/B2	Michael Wilson	n/a	n/a	n/a
0915	0915/P/03/C	Michael Wilson	n/a	n/a	SA1/13
0915	0915/P/04/D	Michael Wilson	n/a	n/a	SA1/13
0916	0916/P/01/C	Anne Dimmock	n/a	n/a	SA1/13
0916	0916/P/02/D	Anne Dimmock	n/a	n/a	SA1/13
0917	0917/P/01/C	Martin Delaney	n/a	n/a	SA1/13
0917	0917/P/02/D	Martin Delaney	n/a	n/a	SA1/13
0918	0918/P/01/C	Carey Delaney	n/a	n/a	SA1/13
0918	0918/P/02/D	Carey Delaney	n/a	n/a	SA1/13
0919	0919/P/01/D	Jonny Roddam	n/a	n/a	SA1/13
0921	0921/P/01/EB	Helen Ledger	Sport England	n/a	IDP
0921	0921/P/02/C	Helen Ledger	Sport England	n/a	n/a
0921	0921/P/03/GC	Helen Ledger	Sport England	n/a	HP9
0921	0921/P/04/C	Helen Ledger	Sport England	n/a	SP8
0921	0921/P/05/GC	Helen Ledger	Sport England	n/a	CDMP4
0922	0922/P/01/B1	Darren Thornhill	Baxter Homes	Michael Goode, Croft Goode Architects	n/a
0922	0922/P/02/B2	Darren Thornhill	Baxter Homes	Michael Goode, Croft Goode Architects	n/a
0922	0922/P/03/C	Darren Thornhill	Baxter Homes	Michael Goode, Croft Goode Architects	SA1 NEW
0923	0923/P/01/C	Judith Frost	n/a	n/a	SA1/13
0924	0924/P/01/B1	Andrew Chapman	n/a	n/a	n/a
0924	0924/P/02/B2	Andrew Chapman	n/a	n/a	n/a
0924	0924/P/03/C	Andrew Chapman	n/a	n/a	SP1
0924	0924/P/04/D	Andrew Chapman	n/a	n/a	SA1/13
0924	0924/P/05/C	Andrew Chapman	n/a	n/a	Economy

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0925	0925/P/01/B2	David Sharp	n/a	n/a	SA3/4
0925	0925/P/02/C	David Sharp	n/a	n/a	SA3/4
0926	0926/P/01/B1	David Roberts	n/a	n/a	n/a
0926	0926/P/02/B2	David Roberts	n/a	n/a	n/a
0926	0926/P/03/C	David Roberts	n/a	n/a	Local Plan Strategy Para. 4.1.6
0926	0926/P/04/C	David Roberts	n/a	n/a	SA3/3
0927	0927/P/01/C	Brian/Vivienne Tabner	n/a	n/a	SA3/4
0928*	0928/P/01/C	Helen Smith	n/a	n/a	SA1/13
0928*	0928/P/02/D	Helen Smith	n/a	n/a	SA1/13
0929	0929/P/01/B1	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	n/a
0929	0929/P/02/B2	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	n/a
0929	0929/P/03/C	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	SP1
0929	0929/P/04/C	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	HP1
0929	0929/P/05/D	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	AO/GST3
0929	0929/P/06/C	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	SA1 NEW
0930	0930/P/01/B1	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	n/a
0930	0930/P/02/B2	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	n/a
0930	0930/P/03/C	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	SP1

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0930	0930/P/04/C	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	HP1
0930	0930/P/05/C	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	SA1/8
0930	0930/P/06/D	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	AO/THN1
0930	0930/P/07/C	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	SA1 NEW
0931	0931/P/01/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/02/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/03/C	Robert Griffiths	n/a	n/a	Vision and Objectives
0931	0931/P/04/C	Robert Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.6
0931	0931/P/05/C	Robert Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.11
0931	0931/P/06/C	Robert Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.15
0931	0931/P/07/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/08/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/09/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/10/C	Robert Griffiths	n/a	n/a	HP3
0931	0931/P/11/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/12/C	Robert Griffiths	n/a	n/a	SA1/13
0931	0931/P/13/D	Robert Griffiths	n/a	n/a	5.2.1.4, 5.3.3, 5.2.2, SA1/13
0932	0932/P01/B1	Cubbins, Lawson and Holland	n/a	Tony McAteer	n/a
0932	0932/P/02/B2	Cubbins, Lawson and Holland	n/a	Tony McAteer	n/a
0932	0932/P/03/C	Cubbins, Lawson and Holland	n/a	Tony McAteer	HP8

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0932	0932/P/04/C	Cubbins, Lawson and Holland	n/a	Tony McAteer	SA6
0933*	0933/P/01/C	David Foulds	n/a	n/a	SA1/13
0934	0934/P/01/C	Sam Hill	n/a	n/a	SA1/13
0934	0934/P/02/D	Sam Hill	n/a	n/a	SA1/13
0935	0935/P/01/C	Claire Nash	n/a	n/a	SA1/13
0935	0935/P/02/D	Claire Nash	n/a	n/a	SA1/13
0936	0936/P/01/GC	Darren and Rebecca Rogers	n/a	n/a	SA1/13
0937	0937/P/01/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	Vision Para. 3.2.5
0937	0937/P/02/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	Objectives
0937	0937/P/03/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	SP6
0937	0937/P/04/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	SP8
0937	0937/P/05/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	CDMP4
0937	0937/P/06/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	SA4
0937	0937/P/07/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	Objectives
0937	0937/P/08/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	CDMP1
0937	0937/P/09/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	EP8

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0937	0937/P/10/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	EP9
0937	0937/P/11/C	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	SP1
0937	0937/P/12/GC	n/a	Bourne Leisure	Helen Ashby-Ridgway, Lichfields	n/a
0939	0939/P/01/GC	Brian Tabner	Forton Bowling Club	n/a	SA3/4
0940	0940/P/01/B1	n/a	Sainsbury's Supermarkets Ltd	Peter Campbell, WYG	n/a
0940	0940/P/02/C	n/a	Sainsbury's Supermarkets Ltd	Peter Campbell, WYG	SA4
0941	0941/P/01a/B1	John Fleming	Gladman Development	n/a	n/a
0941	0941/P/01/B2	John Fleming	Gladman Development	n/a	n/a
0941	0941/P/02/C	John Fleming	Gladman Development	n/a	Local Plan Strategy
0941	0941/P/03/C	John Fleming	Gladman Development	n/a	SP1
0941	0941/P/04/C	John Fleming	Gladman Development	n/a	SP1
0941	0941/P/05/C	John Fleming	Gladman Development	n/a	SP1
0941	0941/P/06/C	John Fleming	Gladman Development	n/a	SP2
0941	0941/P/07/C	John Fleming	Gladman Development	n/a	SP4
0941	0941/P/08/C	John Fleming	Gladman Development	n/a	CDMP1
0941	0941/P/09/C	John Fleming	Gladman Development	n/a	CDMP4
0941	0941/P/10/C	John Fleming	Gladman Development	n/a	HP1
0941	0941/P/11/C	John Fleming	Gladman Development	n/a	HP7
0941	0941/P/12/GC	John Fleming	Gladman Development	n/a	SP1
0941	0941/P/13/D	John Fleming	Gladman Development	n/a	n/a
0942	0942/P/01/GC	Patsy Stothert	n/a	Harry Tonge, Steven Abbott Associates LLP	SA1/20
0943	0943/P/01/B1	Patricia Eastham	n/a	n/a	n/a
0943	0943/P/02/B2	Patricia Eastham	n/a	n/a	n/a

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0943	0943/P/03/C	Patricia Eastham	n/a	n/a	n/a
0943	0943/P/04/D	Patricia Eastham	n/a	n/a	SA3/3
0944	0944/P/01/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	Vision
0944	0944/P/02/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	Objectives
0944	0944/P/03/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	SP1
0944	0944/P/04/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	SP3
0944	0944/P/05/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	SP6
0944	0944/P/06/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	HP2
0944	0944/P/07/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	HP3
0944	0944/P/08/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	HP1
0944	0944/P/09/C	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	SA1/8
0945	0945/P/01/C	Andrew Bangs	James Hall & Co Ltd	Graham Love, Smith and Love Planning Consultants Ltd	EP7
0946	0946/P/01/C	Peter Hemmings	n/a	Dan Matthewman, Del Pol Associates Ltd	SP1

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0947	0947/P/01/C	J Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	SA1/17
0948	0948/P/01/C	Rob Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	HP1
0948	0948/P/02/C	Rob Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	SP1
0948	0948/P/03/C	Rob Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	SA1/17 EXT
0949	0949/P/01/B1	n/a	Pure Leisure Group Ltd	Alexis De Pol, De Pol Associates Ltd	n/a
0949	0949/P/02/C	n/a	Pure Leisure Group Ltd	Alexis De Pol, De Pol Associates Ltd	EP9
0949	0949/P/03/C	n/a	Pure Leisure Group Ltd	Alexis De Pol, De Pol Associates Ltd	SP4
0950	0950/P/01/C	Abigail Kos	Persimmon Homes	n/a	Site Allocations Para. 9.1.5
0950	0950/P/02/C	Abigail Kos	Persimmon Homes	n/a	HP2
0950	0950/P/03/C	Abigail Kos	Persimmon Homes	n/a	HP3
0950	0950/P/04/C	Abigail Kos	Persimmon Homes	n/a	HP1
0950	0950/P/05/C	Abigail Kos	Persimmon Homes	n/a	CDMP2
0951	0951/P/01/C	Chris Betteridge	Fleetwood FRP	De Pol Associates	EP2
0951	0951/P/02/C	Chris Betteridge	Fleetwood FRP	De Pol Associates	EP3
0951	0951/P/03/C	Chris Betteridge	Fleetwood FRP	De Pol Associates	EP5
0952	0952/P/01/B1	n/a	Worthington Properties	James Berggren, HOW Planning	SA3/4
0952	0952/P/02/B2	n/a	Worthington Properties	James Berggren, HOW Planning	SA3/4
0952	0952/P/03/C	n/a	Worthington Properties	James Berggren, HOW Planning	SP1

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0952	0952/P/04/C	n/a	Worthington Properties	James Berggren, HOW Planning	SA3/4
0953	0953/P/01/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	Vision
0953	0953/P/02/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	Objectives
0953	0953/P/03/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	SP6
0953	0953/P/04/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	HP2
0953	0953/P/05/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	HP3
0953	0953/P/06/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	EP2
0953	0953/P/07/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	EP3
0953	0953/P/08/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	SP1
0953	0953/P/09/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	SP3
0953	0953/P/10/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	HP1
0953	0953/P/11/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	CDMP2
0953	0953/P/12/C	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	SA1/11 EXT

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
0954	0954/P/01/C	Dan Matthewman	De Pol Associates Ltd	n/a	SP2
0954	0954/P/02/C	Dan Matthewman	De Pol Associates Ltd	n/a	SP4
0954	0954/P/03/C	Dan Matthewman	De Pol Associates Ltd	n/a	SP6
0954	0954/P/04/C	Dan Matthewman	De Pol Associates Ltd	n/a	EP5
0954	0954/P/05/C	Dan Matthewman	De Pol Associates Ltd	n/a	EP6
0954	0954/P/06/C	Dan Matthewman	De Pol Associates Ltd	n/a	HP4
0954	0954/P/07/C	Dan Matthewman	De Pol Associates Ltd	n/a	HP5
0954	0954/P/08/C	Dan Matthewman	De Pol Associates Ltd	n/a	SP4
0955	0955/P/01/B1	Richard Henriques	n/a	n/a	n/a
0955	0955/P/02/B2	Richard Henriques	n/a	n/a	n/a
0955	0955/P/03/C	Richard Henriques	n/a	n/a	SA1/2
0955	0955/P/04/D	Richard Henriques	n/a	n/a	SA1/2
0956	0956/P/01/B1	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	n/a
0956	0956/P/02/B2	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	n/a
0956	0956/P/03/C	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	HP1
0956	0956/P/04/C	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	SP1
0956	0956/P/05/C	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	SA1 NEW
0956	0956/P/06/C	n/a	J Townley Ltd	Joshua Hellowell, PWA Planning	Vision and Objectives
0957	0957/P/01/B1	Anthony Hind	n/a	n/a	n/a
0957	0957/P/02/B2	Anthony Hind	n/a	n/a	n/a
0957	0957/P/03/C	Anthony Hind	n/a	n/a	n/a
0957	0957/P/04/D	Anthony Hind	n/a	n/a	n/a
0958	0958/P/01/B1	Gordan/Steph	n/a	n/a	SA1/13
0958	0958/P/02/C	Gordan/Steph	n/a	n/a	SA1/13
0958	0958/P/03/D	Gordan/Steph	n/a	n/a	SA1/13

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0959*	0959/P/01/C	Joanne Griffiths	n/a	n/a	Introduction Para. 1.2.1
0959*	0959/P/02/C	Joanne Griffiths	n/a	n/a	Spatial Portrait and Key Issues 2.8 Infrastructure
0959*	0959/P/03/C	Joanne Griffiths	n/a	n/a	Objectives
0959*	0959/P/04/C	Joanne Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.6
0959*	0959/P/05/C	Joanne Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.11
0959*	0959/P/06/C	Joanne Griffiths	n/a	n/a	Local Plan Strategy Para. 4.1.15
0959*	0959/P/07/C	Joanne Griffiths	n/a	n/a	SA1/13
0959*	0959/P/08/C	Joanne Griffiths	n/a	n/a	SP1
0959*	0959/P/09/C	Joanne Griffiths	n/a	n/a	SA1/13
0959*	0959/P/10/C	Joanne Griffiths	n/a	n/a	HP3
0959*	0959/P/11/C	Joanne Griffiths	n/a	n/a	SA1/13
0959*	0959/P/12/C	Joanne Griffiths	n/a	n/a	SA1/13
0959*	0959/P/13/D	Joanne Griffiths	n/a	n/a	SA1/13
0960	0960/P/01/C	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	SP1
0960	0960/P/02/C	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	HP1
0960	0960/P/03/C	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	EP1
0960	0960/P/04/C	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	SA1
0960	0960/P/05/C	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	SA3/2
0961	0961/P/01/B1	Rosemary McLean	n/a	n/a	CDMP5

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0961	0961/P/02/C	Rosemary McLean	n/a	n/a	CDMP5
0962	0962/P/01/B1	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	n/a
0962	0962/P/02/B2	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	n/a
0962	0962/P/03/C	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	HP1
0962	0962/P/04/GC	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	SA3/3 EXT
0962	0962/P/05/GC	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	SA1/13 EXT
0962	0962/P/06/GC	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	SA1/10
0962	0962/P/07/C	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	SP4
0962	0962/P/08/C	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	HP2
0962	0962/P/09/C	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	CDMP2
0962	0962/P/10/C	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	CDMP6
0963	0963/P/01/B1	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	n/a
0963	0963/P/02/B2	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	n/a
0963	0963/P/03/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	SA1
0963	0963/P/04/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	SP3
0963	0963/P/05/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	SP4

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0963	0963/P/06/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	HP2
0963	0963/P/07/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	CDMP1
0963	0963/P/08/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	CDMP2
0963	0963/P/09/C	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	SP1
0963	0963/P/10/EB	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	Housing Background Paper
0964	0964/P/01/B1	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	n/a
0964	0964/P/02/B2	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	n/a
0964	0964/P/03/C	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	HP1
0964	0964/P/04/C	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	SA1 NEW
0965	0965/P/01/GC	Christine Smith	Forton Women's Institute	Forton Women's Institute	SA3/4
0966	0966/P/01/GC	Jeremy/Sue Walker	n/a	n/a	SA1/2
0969	0969/P/01/GC	Terence Mansfield	n/a	n/a	SA3/4
0968	0968/P/01/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	Introduction Para. 1.1.1
0968	0968/P/02/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	Vision
0968	0968/P/03/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	Objectives
0968	0968/P/04/GC	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	n/a
0968	0968/P/05/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	SP1
0968	0968/P/06/D	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	n/a
0968	0968/P/07/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	SP4

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0968	0968/P/08/GC	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	CDMP4
0968	0968/P/09/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	CDMP6
0968	0968/P/10/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	HP1
0968	0968/P/11/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	HP2
0968	0968/P/12/GC	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	HP3
0968	0968/P/13/GC	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	HP9
0968	0968/P/14/GC	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	SA1 NEW
0968	0968/P/15/C	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	SP1
0970	0970/P/01/B1	Dianne McKnight	n/a	n/a	n/a
0971	0971/P/01/GC	Stephen Esmond	n/a	n/a	SA1/13
0972	0972/P/01/GC	David Morley	n/a	n/a	SA1/13
0973	0973/P/01/B2	Eileen Dearnaley	n/a	n/a	n/a
0973	0973/P/02/C	Eileen Dearnaley	n/a	n/a	SA1/13
0973	0973/P/03/D	Eileen Dearnaley	n/a	n/a	SA1/13
0974	0974/P/01/C	Phillip Jenkins	Thornton Flood Action Group	n/a	CDMP2
0975*	0975/P/01/B1	Charles Camm	n/a	n/a	SA1/13
0975*	0975/P/02/B2	Charles Camm	n/a	n/a	SA1/13
0975*	0975/P/03/C	Charles Camm	n/a	n/a	SP1
0976*	0976/P/01/C	Georgina Miller	n/a	n/a	SA1/13
0976*	0976/P/02/D	Georgina Miller	n/a	n/a	SA1/13
0977*	0977/P/01/D	James Blundell	n/a	n/a	SA1/13
0978*	0978/P/01/D	Pamela Holden	n/a	n/a	SA1/13
0979*	0979/P/01/D	Paula Holden	n/a	n/a	SA1/13
0980*	0980/P/01/C	Joanne Thornton	n/a	n/a	SA1/13
0980*	0980/P/02/D	Joanne Thornton	n/a	n/a	SA1/13

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0981*	0981/P/01/D	Alan Place	n/a	n/a	SA1/13
0982*	0982/P/01/C	Ruth Pye	n/a	n/a	SA1/13
0982*	0982/P/02/D	Ruth Pye	n/a	n/a	SA1/13
0983	0983/P/01/D	Maureen Hellewell	n/a	n/a	SA1/13
0984	0984/P/01/C	Brenda Lownsborough	n/a	n/a	SA1/13
0984	0984/P/02/D	Brenda Lownsborough	n/a	n/a	SA1/13
0985	0985/P/01/D	Stephen Hellewell	n/a	n/a	SA1/13
0986	0986/P/01/C	Russell Thersby	n/a	n/a	SA1/13
0986	0986/P/02/D	Russell Thersby	n/a	n/a	SA1/13
0987	0987/P/01/GC	Elaine Deegan	n/a	n/a	SA1/13
0988	0988/P/01/B1	Alma MacGregor	n/a	n/a	SA1/13
0988	0988/P/02/B2	Alma MacGregor	n/a	n/a	SA1/13
0988	0988/P/03/GC	Alma MacGregor	n/a	n/a	SA1/13
0989	0989/P/01/GC	Lynda Whaite	n/a	n/a	SA1/13
0990	0990/P/01/GC	David Whaite	n/a	n/a	SA1/13
0991	0991/P/01/B1	Eileen Kirby	n/a	n/a	SA1/13
0991	0991/P/02/B2	Eileen Kirby	n/a	n/a	SA1/13
0991	0991/P/03/C	Eileen Kirby	n/a	n/a	SA1/13
0991	0991/P/04/D	Eileen Kirby	n/a	n/a	SA1/13
0993	0993/P/01/GC	Jennifer Howson	n/a	n/a	SA1/13
0993	0993/P/02/D	Jennifer Howson	n/a	n/a	SA1/13
0993	0993/P/03/C	Jennifer Howson	n/a	n/a	SA1/13
0994	0994/P/01/GC	Bernadette Ronson	n/a	n/a	SA1/13
0995	0995/P/01/B1	Paul Desborough	Inskip Residents' Action Group	n/a	n/a
0995	0995/P/02/B2	Paul Desborough	Inskip Residents' Action Group	n/a	n/a
0995	0995/P/03/C	Paul Desborough	Inskip Residents' Action Group	n/a	Introduction Para 1.2.1

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0995	0995/P/04/C	Paul Desborough	Inskip Residents' Action Group	n/a	Spatial Portrait and Key Issues Para. 2.8.3
0995	0995/P/05/C	Paul Desborough	Inskip Residents' Action Group	n/a	Objectives
0995	0995/P/06/C	Paul Desborough	Inskip Residents' Action Group	n/a	Local Plan Strategy Para. 4.1.6
0995	0995/P/07/C	Paul Desborough	Inskip Residents' Action Group	n/a	Local Plan Strategy Para. 4.1.11
0995	0995/P/08/C	Paul Desborough	Inskip Residents' Action Group	n/a	Local Plan Strategy Para. 4.1.15
0995	0995/P/09/C	Paul Desborough	Inskip Residents' Action Group	n/a	Local Plan Strategy Para. 4.1.18
0995	0995/P/10/C	Paul Desborough	Inskip Residents' Action Group	n/a	SP1
0995	0995/P/10a/C	Paul Desborough	Inskip Residents' Action Group	n/a	SP1
0995	0995/P/11/C	Paul Desborough	Inskip Residents' Action Group	n/a	SP2
0995	0995/P/12/C	Paul Desborough	Inskip Residents' Action Group	n/a	SP4
0995	0995/P/13/C	Paul Desborough	Inskip Residents' Action Group	n/a	CDMP4
0995	0995/P/14/C	Paul Desborough	Inskip Residents' Action Group	n/a	HP1
0995	0995/P/15/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1
0995	0995/P/16/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/17/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/18/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/19/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/20/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/21/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/22/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/23/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/24/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/25/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13

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0995	0995/P/26/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/27/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/28/C	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/29/D	Paul Desborough	Inskip Residents' Action Group	n/a	SA1/13
0995	0995/P/30/D	Paul Desborough	Inskip Residents' Action Group	n/a	5.2.1.4
0995	0995/P/31/D	Paul Desborough	Inskip Residents' Action Group	n/a	5.2.2
0995	0995/P/32/D	Paul Desborough	Inskip Residents' Action Group	n/a	SA appendix F and G
0996	0996/P/01/C	Glenda Cummings	n/a	n/a	SA1/13
0996	0996/P/02/D	Glenda Cummings	n/a	n/a	SA1/13
0997	0997/P/01/C	Samual Adair	n/a	n/a	SA1/13
0997	0997/P/02/D	Samual Adair	n/a	n/a	SA1/13
0998	0998/P/01/D	Sheila Ashworth	n/a	n/a	SA1/13
0999	0999/P/01/B1	Darren Cross	n/a	n/a	SA1/13
0999	0999/P/02/C	Darren Cross	n/a	n/a	SA1/13
1000	1000/P/01/C	Judith Esmond	n/a	n/a	SA1/13
1001	1001/P/01/D	Terence Thornton	n/a	n/a	SA1/13
1002	1002/P/01/C	Marlene Hindle	n/a	n/a	SA1/13
1002	1002/P/02/D	Marlene Hindle	n/a	n/a	SA1/13
1003	1003/P/01/C	Janet Marsden	n/a	n/a	SA1/13
1004	1004/P/01/GC	Julia Diaper	n/a	n/a	SA1/13
1004	1004/P/02/C	Julia Diaper	n/a	n/a	SA1/13
1004	1004/P/03/C	Julia Diaper	n/a	n/a	SA1/13
1004	1004/P/04/C	Julia Diaper	n/a	n/a	SA1/13
1004	1004/P/05/B1	Julia Diaper	n/a	n/a	SA1/13
1005	1005/P/01/B1	Cecilia Reynolds	n/a	n/a	SA1/13
1005	1005/P/02/B2	Cecilia Reynolds	n/a	n/a	SA1/13

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Personal ID	Unique Ref	Name	Organisation	Agent	Local Plan Ref./SA (D) Ref
1005	1005/P/03/C	Cecilia Reynolds	n/a	n/a	SA1/13
1005	1005/P/04/D	Cecilia Reynolds	n/a	n/a	SA1/13
1006	1006/P/01/GC	Paul Marsden	n/a	n/a	SA1/13
1006	1006/P/02/C	Paul Marsden	n/a	n/a	SA1/13
1007	1007/P/01/GC	Helen Parkinson	n/a	n/a	SA1/13
1008	1008/P/01/C	George Hogarth	n/a	n/a	SA1/13
1008	1008/P/02/D	George Hogarth	n/a	n/a	SA1/13
1009	1009/P/01/C	Lisa Morris	n/a	n/a	SA1/13
1009	1009/P/02/D	Lisa Morris	n/a	n/a	SA1/13
1010	1010/P/01/GC	Thomas Hastey	n/a	n/a	SA1/13
1011	1011/P/01/GC	Keith Jackson	n/a	n/a	SA1/13
1011	1011/P/02/C	Keith Jackson	n/a	n/a	SA1/13
1011	1011/P/03/D	Keith Jackson	n/a	n/a	SA1/13
1012	1012/P/01/C	Merle Nickson	n/a	n/a	SA1/8
1013	1013/P/01/B1	Kenneth Nickson	n/a	n/a	SA1/8
1013	1013/P/02/C	Kenneth Nickson	n/a	n/a	SA1/8
1014	1014/P/01/GC	Yvonne Clavin	n/a	n/a	SA3/4
1015	1015/P/01/B1	Philip James	n/a	n/a	SA1/13
1015	1015/P/02/B2	Philip James	n/a	n/a	SA1/13
1015	1015/P/03/C	Philip James	n/a	n/a	HP1
1015	1015/P/04/C	Philip James	n/a	n/a	SA1/13
1015	1015/P/05/C	Philip James	n/a	n/a	Vision Para. 3.4.1
1015	1015/P/06/C	Philip James	n/a	n/a	Local Plan Strategy Para. 4.1.6
1015	1015/P/07/C	Philip James	n/a	n/a	Local Plan Strategy Para. 4.1.11
1015	1015/P/08/C	Philip James	n/a	n/a	Local Plan Strategy Para. 4.1.15
1015	1015/P/09/C	Philip James	n/a	n/a	Local Plan Strategy Para. 4.1.18
1015	1015/P/10/C	Philip James	n/a	n/a	SA1/13

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1015	1015/P/11/D	Philip James	n/a	n/a	5.2.1.4
1016	1016/P/01/GC	Pauline James	n/a	n/a	SA1/13
1017	1017/P/01/B1	Tim Kirby	n/a	n/a	SA1/13
1017	1017/P/02/C	Tim Kirby	n/a	n/a	SA1/13
1017	1017/P/03/D	Tim Kirby	n/a	n/a	SA1/13
1018	1018/P/01/GC	Margery Graham	n/a	n/a	SA3/4
1019*	1019/P/01/B1	Mike Cook	n/a	n/a	n/a
1019*	1019/P/02/GC	Mike Cook	n/a	n/a	n/a
1020	1020/P/01/C	Bethan Esmond	n/a	n/a	SA1/13
1020	1020/P/02/D	Bethan Esmond	n/a	n/a	SA1/13
1022	1022/P/01/GC	John Shedwick	Lancashire County Council	n/a	SA1/12
1022	1022/P/02/GC	John Shedwick	Lancashire County Council	n/a	SA1/9
1022	1022/P/03/GC	John Shedwick	Lancashire County Council	n/a	SA1/2
1022	1022/P/04/GC	John Shedwick	Lancashire County Council	n/a	n/a
1023	1023/P/01/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	Spatial Portrait and Key Issues Para. 2.6.1
1023	1023/P/02/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	n/a
1023	1023/P/03/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	CDMP6
1023	1023/P/04/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	SP3
1023	1023/P/05/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	SP4
1023	1023/P/06/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	CDMP3
1023	1023/P/07/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	CDMP5
1023	1023/P/08/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	HP3
1023	1023/P/09/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	HP10
1023	1023/P/10/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	EP12
1023	1023/P/11/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	EP7
1023	1023/P/12/GC	Pauline Johnstone	Fleetwood Civil Society	n/a	SA3/1
1025	1025/P/01/GC	n/a	Trustees of JB Clarkson	Stuart Booth, TWPC Ltd	SA1 NEW

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1025	1025/P/02/EB	n/a	Trustees of JB Clarkson	Stuart Booth, TWPC Ltd	SFRA, Level 2
1026	1026/P/01/GC	n/a	Ireland and Platt	Stuart Booth, TWPC Ltd	SA1 NEW
1026	1026/P/02/EB	n/a	Ireland and Platt	Stuart Booth, TWPC Ltd	Green Belt Study
1026	1026/P/03/GC	n/a	Ireland and Platt	Stuart Booth, TWPC Ltd	SP1
1027	1027/P/01/GC	n/a	M Capital Developments Ltd	Stuart Booth, JWPC Ltd	n/a
1028*	1028/P/01/GC	M Ainsworth	n/a	n/a	SA1/13
1030	1030/P/01/B1	Joan Hollands	n/a	n/a	SA1/13
1030	1030/P/02/B2	Joan Hollands	n/a	n/a	SA1/13
1030	1030/P/03/C	Joan Hollands	n/a	n/a	SA1/13
1030	1030/P/04/D	Joan Hollands	n/a	n/a	SA1/13
1031	1031/P/01/GC	Elizabeth Kennedy	n/a	n/a	SA1/13

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0048/P/01/B1	Jean Maskell	Y	Sure that Wyre council will have complied with the appropriate bodies to be sure that the legal aspect is followed.	Noted.
0051/P/01/B1	Robert Fail, on behalf of Wyre Labour Group of Councillors	N	<p>Not legally compliant as the draft local plan will exacerbate the area's fundamental problems particularly in the west of the Borough resulting in a reduced quality of life for its residents. Not only does the evidence produced not substantiate the policies, but there is also evidence excluded or not given due consideration, eg key evidence such as the loss over the last couple of decades of many thousands of jobs (ICI, Fleetwood Port, and more recently Norcross), lack of current employment opportunities, the connected commute figures, and shortage of Public Open Space. The development in the west of the Borough is not sustainable without 1. Key transport infrastructure being put in place; 2. Other upgraded or new infrastructure being put in place; 3. Local jobs created to support such population increases and a plan to reverse the worsening trend of commuting out of the Borough; 4. Additional open space being provided.</p> <p>Allocating more housing is exacerbating the problem of Public Open Space provision in contravention of Policy SP2 (para 7). A better framework needs to be put in place so that the impact of a proposed local plan can be measured against a wider set of key indicators. E.g..</p> <p>1. Public Open Space</p> <ul style="list-style-type: none"> • Impact of Plan on Actual vs Target for Public Open Space (by category, area, town, ward) • Impact of Plan on future ability to reducing any under provision (by area, town, ward) - it could stop it, reduce the ability, or improve the ability <p>2. Employment / Commute</p> <ul style="list-style-type: none"> • Impact of Plan on Jobs (by area, town) • Impact of Plan on Commute figures • Impact of Plan on future ability to reducing any under provision of jobs (need to set targets for this given the dearth of jobs in Wyre) <p>3. Congestion</p> <ul style="list-style-type: none"> • Impact of Plan on Congestion (by area, town) <p>The Plan would appear to compound these three problems in the west of the Borough. The plan will exacerbate the fundamental problems right across the Borough without major infrastructure improvements, with perhaps the biggest issue being the lack of an A585 bypass that actually reaches the M55 motorway at a new junction.</p>	The Local Plan is founded on an extensive but proportionate evidence base which has allowed the council to identify key issues and develop policies to address them. This includes the need to support economic growth and the retention and attraction of young people and families to support the future economy. The Plan is supported by a comprehensive Infrastructure Delivery Plan that has been produced by engaging with key partners across a range of service and infrastructure providers. The Publication Draft Local Plan contains policies to support the improvement and development of services, facilities and physical infrastructure. Individual allocations require supporting infrastructure to be developed. The Plan allocates land for employment and supports the development and enhancement of Green Infrastructure. The Plan contains a suite of monitoring indicators. Many of the indicators identified in the representation are contextual - and can be affected by wider social and economic factors - rather than specific to the Local Plan. However the Local Plan team produce an annual Authorities Monitoring Report (AMR) and the suggested indicators will be considered as part of the next AMR as part of the context with which the Local Plan operates. The Infrastructure Delivery Plan describes the highway constraints across the borough and how these constraints are being addressed. There are no plans for a link road to the M55 proposed by the relevant agencies and as such the council is unable to reflect such a proposal in the Local Plan.
0056/P/01/B1	John Bradley	Y	No comments made.	Noted.
0064/P/01/B1	Peter Tarrant	N	I understand that statute requires a Local Plan be a shared endeavour led by the planning authority. This Plan has not been subject to the various stages of consultation that would be required to achieve that objective. The last comprehensive attempt at community collaboration was for a different Plan.	The consultation process is set out in the Statement of Consultation which includes reference to the 2015 Issues and Options document.
0068/P/01/B1	Estate of Mr Richard Singleton Whitesite c/o Whiting & Mason Solicitors	Y	In pure procedural matters, it is accepted that the council has complied with what the planning acts require it to do. The objectors representations relates to lack of compliance with the NPPF and comments about sustainability and need for sites such as his - to form part of the housing land allocations in the Local Plan as it proceeds towards adoption next year.	Noted.
0138/P/01/B1	Katherine Threlkeld	Y	No comments made.	Noted.
0145/P/01/B1	Michael Watson	Y	No comments made.	Noted.
0172/P/01/B1	Dawndew Salad Ltd	Y	We believe that the Publication Draft Wyre Local Plan 2017 is to be legally compliant.	Noted.
0297/P/01/B1	Home Builders Federation (HBF)	Y	No comments made.	Noted.
0358/P/01/B1	Hollins Strategic Land	Y	No comments made.	Noted.
0395/P/01/B1	CPRE Lancashire	Y	No comments made.	Noted.

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0458/P/01/B1	Cabus Parish Council	N	1. Not possible to save a copy of the completed representation form in pdf format for subsequent e-mailing as an attachment hence falls short of the legal compliance required for Public Participation: receipt of representation via electronic means –Regulation 3: The Town and Country Planning Regulations 2012 (England). 2. Allocation of Sites (SA6) – with reference to a lack of opportunity being afforded for Public Consultation on the proposed Travelling Showpeople Site. SA6 was not contained in the Local Plan Issues and Options paper (June 2015) with no subsequent consultation with regards to the appropriateness/location of SA6 along the A6 corridor within Cabus. Prior to the publication of the 2017 Draft Local (September 2017) purchase of land/property on the SA6 site was undertaken by a representative from the Travelling Showpeople Community. The timing of the purchase prior to the publication of the 2017 Draft suggests Public and Statutory Consultation on SA6 is neither welcomed nor required as the site has already been allocated to the current owner of the land. Not in keeping with either the statutory requirement for public consultation.	1. The council has produced an updated Statement of Consultation that details the consultation process at Publication Draft Local Plan Stage. This explains that the preferred method of submitting a representation was the use of an on-line form. The council also provided a version in PDF format on its web site that could be downloaded. This was tested prior to being published to ensure the document had the appropriate functionality. Wyre council received no contact from the Parish Council identifying a problem with the consultation process in spite of contact details for the Planning Policy Team being made widely available. Further, multiple paper copies of the response from were made available to all Parish Councils. 2. It is acknowledged that the site allocated for Travelling Showpeople (SA6) was not included as part of the Issues and Options document of 2015 as a site had, at that time, yet to be identified. The Publication Draft Local Plan provides the first opportunity for public comment to be submitted identification of the site. The rationale behind the allocation of a site for Travelling Showpeople (SA6) is set out in the Site Allocations background paper. It is noted that the Council is required to be able to demonstrate that allocated sites are capable of delivery. This includes demonstrating the support of the landowner.
0484/P/01/B1	David Evans	Y	No comments made.	Noted.
0492/P/01/B1	Stephen Hunter	Y	No comments made.	Noted.
0495/P/01/B1	Jonathan Slee	Y	No comments made.	Noted.
0501/P/01/B1	Mark Houghton	N	Lack of community and Parish Council involvement with regards to site for travelling showpeople (SA6). There has been no community consultation. Bird control netting appeared on the hedge adjacent A6 before completion of sale. Purchaser given green light that planning would be approved in advance.	The council has conducted a search for site to allocate for travelling showpeople for some time as described in the Statement of Consultation and Site Allocations Background Paper. The council believe that the site identification and allocation process is legally compliant. The reference to bird control netting is not relevant to the local plan process. The allocation of a site for any use conveys an acceptance of principle but does not automatically mean that planning permission will be granted. Now landowners have been given a "green light" in respect of sites to be allocated in the Local Plan or in relation to any subsequent planning applications.
0526/P/01/B1	Wyresdale Park Estates	Y	In pure procedural matters, it is accepted that the council has complied with what the planning acts require it to do. The objectors representations relates to lack of compliance with the NPPF and comments about sustainability and need for sites such as his - to form part of the housing land allocations in the Local Plan as it proceeds towards adoption next year.	Noted.
0545/P/01/B1	Garstang Town Council	Y	No comments made.	Noted.
0550/P/01/B1	GQ Parker	Y	No comments made.	Noted.
0610/P/01/B1	Preesall Town Council	Y	No comments made.	Noted.
0641/P/01/B1	Keith Holden	Y	In pure procedural matters, it is accepted that the council has complied with what the planning acts require it to do.	Noted.
0644/01/B1	Nateby Parish Council	Y	No comments made.	Noted.
0659/P/01/B1	Inskip with Sowerby Parish Council	Y	Inskip-with-Sowerby Parish Council are unaware of any legal non-compliance in the production of the Wyre Local Plan.	Noted.
0664/P/01/B1	George Diaper	N	There is no independent document or statement annexed to the plan that the Local Plan has been reviewed by anybody for legal compliance. The document is too obscure for any lay man to have any confidence that legal compliance has been achieved.	Noted.

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0694/P/01/B1	Theatres Trust	N	<p>Not sound as no clear policy to promote and protect community and cultural facilities to reflect item 70 of the NPPF. There is a policy for facilities in rural areas and in town centres, but not covering the whole borough. Cultural facilities are important in supporting the local and visitor economy. Local plans should therefore support arts and culture at all levels to support the local economy and ensure that everyone has access to cultural opportunities. Policies should protect, support and enhance cultural facilities and activities, particularly those which might otherwise be traded in for more commercially lucrative developments, and promote cultural led development as a catalyst for regeneration in town centres.</p> <p>We recommend a policy along the lines of: <i>Cultural and Community Facilities</i> <i>Development of new cultural and community facilities will be supported and should enhance the well-being of the local community, and the vitality and viability of centres.</i> <i>The loss or change of use of existing cultural and community facilities will be resisted unless</i> 1 <i>replacement facilities are provided on site or within the vicinity which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or</i> 2 <i>it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site.</i> <i>The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.</i></p> <p>We recommend that the accompanying text and the Glossary contains an explanation for the term 'community and cultural facilities' and provide examples: <i>community and cultural facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.</i></p>	This appears to be a matter of soundness rather than legal compliance (see 0694/P/02/C).
0717/P/01/B1	K Whittingham	Y	No comments made.	Noted.
0794b/P/01/B1	Wainhomes (North West) Ltd	Y	No comments made.	Noted.
0810/P/01/B1	Heine Planning	Y	No comments made.	Noted.
0811/P/01/B1	Sarah Nunn	N	It's my understanding that the Parish council were threatened with being removed from any consultation with the Borough if they leaked plans or spoke of the proposed areas under consideration in Inskip. I believe this to be against the law and also contradictory to a raft of statements within the plan and it's reflection of the National Planning Policy Framework. There is nothing in this plan describing the Borough councils forward looking provision of Self Build Land and it's maintenance of the Self Build Register in compliance with the Self-build and Custom House Building Act 2015 – why is this? I get the feeling that the primary motivation for the inclusion of SA1/13 is simply because there is a willing landowner prepared to take huge profits at the expense of what is the correct and proper solution to Wyre's housing needs. The council has a duty to consider the well being of its constituents ahead of that of a wealthy landowner.	The comment regarding Inskip Parish council is addressed under the council's response to representations regarding SA1/13 Inskip Extension. The Self-Build register is separate from the Local Plan exercise. The Council does hold a Self Built Register in compliance with legislation. The council is required to allocate land according to its evidence base. The motivations of landowners and their financial circumstances are not relevant to the local plan other than to say that allocations are required to be deliverable and hence must have the support of the appropriate landowner(s).
0812/P/01/B1	Richard West	N	Consultation - Inskip Parish Council gagged by a confidentiality agreement with Wyre council. Only released from this in September 2017. PC members unable to discuss relevant housing plans with residents. Co-operation - massive and unrealistic housing plans in WBC, Fylde, Lancaster and Preston have not been co-ordinated. Questions why planning to build 255 houses in Inskip when more than 5,000 are planned in Preston.	See council response to representations regarding SA1/13 Inskip Extension. It is noted that government policy is such that each local authority is required to address its own needs. So, the needs of Preston, for instance, are therefore for Preston to address unless it is unable to meet its own needs. Wyre has a separate needs which also require addressing.
0832/P/01/B1	Kevin Toole	Y	No comments made.	Noted.
0833/P/01/B1	Paul Matthews	Y	No comments made.	Noted.
0834/P/01/B1	Steve Jenkinson	N	Current tax payers are not getting the Service Level agreement that we sign up to when to Budgets spent on infrastructure when we contribute via the taxes we pay (with reference to Poulton-le-Fylde).	Comments noted however it is not clear what aspects of legal compliance are being challenged. The council has worked with infrastructure providers to establish infrastructure needs relevant to delivering the Plan (see the Infrastructure Delivery Plan). This is reflected in a number of allocations which require or include infrastructure provision.
0835/P/01/B1	Patricia Gonzalez	Y	No comments made.	Noted.
0836/P/01/B1	Bernard Wilkinson	Y	No comments made.	Noted.

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0837/P/01/B1	Lawrence Warburton	Y	Ridiculous plan. Significant investment in improving the existing road networks infrastructure prior to any additional new housing developments required. Amounderness Way already completely gridlocked at peak rush hour times. New Poulton M55 bypass relief road is needed now before any more houses built. Wyre is predominantly a rural community. These plans will destroy even more of our remaining open countryside and ruin the character of lovely villages like Great Eccleston and St Michael's, and spoil everything that's wonderful about the beautiful old market town of Garstang.	Comments noted however it is not clear what aspects of legal compliance are being challenged. It is noted that the council's evidence base acknowledges the constraints that apply to the road network and the total amount of development being planned for has been directly influenced by this.
0838/P/01/B1	June Brand	N	Regarding Site SA1/1 West of Broadway - When were you going to inform the residents of this? Who has applied to build on the land? Has there been consultation with Lancashire County Council as the owner the Land? Is so when did this happen and why were the relevant residents not informed of this application?	Comments noted however it is not clear what aspects of legal compliance are being challenged. It is noted that the site in question was identified as part of the 2015 Issues and Options consultation. Lancashire County Council originally asked the council to consider the land for allocation and indicated support for its allocation. It is worth stating for the avoidance of doubt that it order to deliver a deliverable Plan, engagement with landowners is an important part of the plan preparation process and that to allocate land for development landowner support is necessary. This is entirely in-line with the requirements of national planning policy. It is also noted that the allocation of a site in the local plan conveys an acceptance in principle of the use indicated but is not granting planning approval which is subject to a separate planning application process.
0839/P/01/B1	Brian Mayne	Y	No comments made.	Noted.
0840/P/01/B1	Peter Ronald Williams	Y	No comments made.	Noted.
0841/P/01/B1	Louise Atherton	Y	No comments made.	Noted.
0842/P/01/B1	Carli Melia	Y	No comments made.	Noted.
0843/P/01/B1	Jennifer Barlow	Y	No comments made.	Noted.
0845/P/01/B1	Natural England	Y	No comments made.	Noted.
0850/P/01/B1	Alan Swindells	N	No comments made.	Noted.
0851/P/01/B1	Lesley Tripp	Y	No comments made.	Noted.
0852/P/01/B1	Michael Wills	Y	No comments made.	Noted.
0853/P/01/B1	Steve Palmer	Y	No comments made.	Noted.
0854/P/01/B1	Jacob Chantler	Y	No comments made.	Noted.
0855/P/01/B1	John Shaw	Y	No comments made.	Noted.
0856/P/01/B1	Janet Foster	Y	No comments made.	Noted.
0860/P/01/B1	Matthew Nunn	N	Statement of Community Involvement (SCI) not valid. Parish council have been in consultation about this plan since at least 2014 but have been "gagged" by a Non disclosure agreement that prevented them consulting or inviting opinions from the local residents. It's my understanding that the Parish council were threatened with being removed from the consultation process if the plans under discussion were leaked to the residents. This is simply unacceptable in a modern democracy and I feel is against not only the spirit but also the purpose of the NPPF and the Town and County Planning (Local Planning) (England) Regulations 2012.	See council response to representations regarding SA1/13 Inskip Extension. It is the council's view that it has carried out public engagement in line with the principles of the SCI.
0864/P/01/B1	Poulton-le-Fylde Historical and Civic Society	Y	No comments made.	Noted.
0865/P/01/B1	Christine Ruth Kirby	N	No comments made.	Noted.
0866/P/01/B1	Lydia Kirby	N	Wyre Borough stated that our Parish council remain silent and that they would not share it with the villagers - This is appalling - in the national planning policy framework it says that local communities should be informed along the way. Wyre Borough have NOT done that. I believe this plan has been around for nearly three years, looking at other schemes, which have now been rejected. The current proposal appeared to come along at the last minute when the landowner changed his mind about using a certain area of land, in disregard to national framework recommendations – we were only told about the proposal in September by our Parish council.	See council response to representations regarding SA1/13 Inskip Extension.
0869/P/01/B1	Diane Saffery	N	No comments made.	Noted.
0873/P/02/B1	Rakesh Soni	Y	No comments made.	Noted.

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0876/P/01/B1	Isabel Olsen	N	Gagged Parish Council into not informing residents about the plans.	See council response to representations regarding SA1/13 Inskip Extension.
0877/P/01/B1	Anthony Olsen	N	Cannot be legally compliant as few in the community have been consulted about the plan.	See council response to representations regarding SA1/13 Inskip Extension.
0880/P/01/B1	Jon Howson	N	No comments made.	Noted.
0881/P/01/B1	Ian MacGregor	N	No comments made.	Noted.
0883/P/01/B1	James Smith	Y	No comments made.	Noted.
0884/P/01/B1	Derek Longstaff	Y	No comments made.	Noted.
0885/P/01/B1	Stanley Stuart	N	No comments made.	Noted.
0888/P/01/B1	Keith Bench	N	Lack of information from Wyre council to the village.	See council response to representations regarding SA1/13 Inskip Extension.
0889/P/01/B1	Timothy Haworth	Y	No comments made.	Noted.
0891/P/01/B1	Brian Dearnaley	n/a	I have no legal training and no knowledge of the legislation covering the production of a Local Plan. However, I regard the decision to gag parish councillors before allowing them to participate in the preparation of the Local Plan as undemocratic, if not illegal. To enforce this policy for almost 3 years and not engage with local communities has not only outraged the electorate but produced an ill informed Local Plan that is neither sound nor sustainable.	See council response to representations regarding SA1/13 Inskip Extension.
0892/P/01/B1	Stephen Nuttall	Y	I have no information on this matter.	Noted.
0893/P/01/B1	Ellen Wilson	Y	The draft Local Plan may be legally compliant but the production is far from satisfactory as part of a democratic process. Many of the residents of Inskip feel there has been deliberate obfuscation by the Council. Public interest must outweigh the wish for commercial confidentiality. There has been a confidentiality agreement in place for 34 months and then the local community has been given just 6 weeks before representations close. Considering the draft Local Plan as a whole (as urged in paragraph 1.3 of the Plan) I would offer the opinion that the document concentrates heavily on providing evidence that the Plan meets the need for legality and due compliance with planning requirements and guidelines. This over-emphasis on compliance is in contrast to the paucity of any meaningful discussion of the need for development supported by analysis and a logical plan supported by common sense. Even the Contents Page manages to omit one of the largest proposed developments "Site SA1/13 Inskip Extension.	See council response to representations regarding SA1/13 Inskip Extension. The council apologises for the omission from the contents page of several sites.
0899/P/01/B1	Maureen Gogarty	N	No comments made.	Noted.
0900/P/01/B1	Sylvia Waldron	Y	No comments made.	Noted.
0901/P/02/B1	David Schools	N	The Local Parish were asked to sign a gagging order. Therefore, locals had only a few weeks to object to the development.	See council response to representations regarding SA1/13 Inskip Extension.
0902/P/01/B1	Pipecroft Ltd & Russell Armer Homes	Y	No comments made.	Noted.
0903/P/01/B1	Tom Rowe	Y	No comments made.	Noted.
0904/P/01/B1	Christopher Smith	N	No comments made.	Noted.
0909/P/01/B1	Susan Gornall	N	No comments made.	Noted.
0914/P/01/B1	Judith Wilson	N	Has there been sufficient consultation with residents? Not aware of this before the action group became involved.	See council response to representations regarding SA1/13 Inskip Extension.
0915/P/01/B1	Michael Wilson	N	Are councils not required to give notice to residents about this type of planning issue. Appears to have been going on for some time but parish council prohibited from making it known to residents.	See council response to representations regarding SA1/13 Inskip Extension.
0922/P/01 B1	Baxter Homes	Y	No comments made.	Noted.
0924/P/01/B1	Andrew Chapman	Y	No comments made.	Noted.

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Unique Ref	Name/Organisation	Legally complicant? Y/N	Legal Compliance - Summary of Representation	Response
0926/P/01/B1	David Roberts	Y	No comments made.	Noted.
0929/P/01/B1	Daniel Fowler	Y	No comments made.	Noted.
0930/P/01/B1	Redrow Homes Ltd	Y	No comments made.	Noted.
0932/P01/B1	Cubbins, Lawson and Holland	Y	No comments made.	Noted.
0940/P/01/B1	Sainsbury's Supermarkets Ltd	Y	No comments made.	Noted.
0941/P/01a/B1	Gladman Development	N	Failed to meet legal compliance as not met Duty to Cooperate	The council believe it has met the Duty to Cooperate as set out in the Statement of Compliance with the Duty to Cooperate.
0943/P/01/B1	Patricia Eastham	N	Great Eccleston has a designation in the plan as a Rural Service Centre. A process of Community involvement is necessary to make a success. People in the village are unaware of the proposals, or do not seem to understand them. Wyre Needs to ensure that information is accessible to all. Information to be sent to various organisations in the village. E.g. Woman Institute; Over 60s Club etc. Schools need to be notified. EDUCATION : A primary school student spends at least six years at school. Concern can be created by the suggestion that there may be a new school built - what happens to continuity? HEALTH: Will there be a new Health Centre and who will pay? NPPF 188 states 'Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'.	The council has undertaken extensive consultation and engagement throughout the Local Plan process, including engagement with the Parish Council. This is detailed in the Statement of Consultation. Matters in relation to health and education provision will be addressed through a masterplanning exercise as detailed in allocation policy SA3/3.
0949/P/01/B1	Pure Leisure Group Ltd	Y	No comments made.	Noted.
0952/P/01/B1	Worthington Properties	Y	No comments made.	Noted.
0955/P/01/B1	Richard Henriques	N	1. Fails to comply with Article 1 of the SEA Directive;, failing to protect the environment in three material respects namely transport, education and the protection of the natural environment, 2. No proper or sufficient evaluation of effects on the environment and no alternatives considered, 3. Minimum six week consultation insufficient to obtain professional advice to provide modifications which might render the plan sound or to advance any objection. please treat this as an application to extend the consultation period.	The Sustainable Appraisal (SA) incorporates the requirements of the Strategic Environmental Assessment (SEA) regulations. A SA has been prepared for the Local Plan. The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a systematic process to evaluate the Local Plan and the site allocations, this has included assessment of alternative options. The SA includes objectives that cover sustainable access, education and the environment.
0956/P/01/B1	J Townley Ltd	N	Lack of evidence in relation to discussions with adjoining authorities, particularly Blackpool and Preston, regarding the shortfall against the Objectively Assessed Housing Need means the plan fails the legal compliance test by failing the Duty to Cooperate.	Discussions with adjoining councils are detailed in the Statement of Compliance with the Duty to Cooperate.
0957/P/01/B1	Anthony Hind	N	No comments made.	Noted.
0958/P/01/B1	Gordan/Steph Humpreys	N	The proposals appear to go against the NPPF and there would be an aspect that your duty of care to the current village residents is being breached as the imposition of such a huge planning development in a small rural location without proper consultation and appropriate due-diligence could leave it open to a Judicial Review as, in our opinion, this is a breach of power.	The council believe it has followed appropriate consultation procedures in both consulting local people and allocating land for development as set out in the Statement of Consultation and Site Allocations background paper.
0961/P/01/B1	Rosemary McLean	N	You have not got a true heritage list and you have not asked the public for any designated heritage assets nor have you got advice on none designated assets.	This is not a matter of legal compliance.
0962/P/01/B1	Metacre Ltd	Y	No comments made.	Noted.
0963/P/01/B1	The Strategic Land Group (SLG)	Y	No comments made.	Noted.

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0964/P/01/B1	J and M Stuart and Son	Y	No comments made.	Noted.
0970/P/01/B1	Dianne McKnight	n/a	I have been unable to make sense of all the intricacies as the reading is overwhelming and seems overcomplicated. Surely there must be a simpler way to express concerns about things such as roads and infrastructure; the lack of sufficient schools; GPs; the proposal for the A585 (waste of money). Please consider a simpler process which would encourage more input.	Noted.
0975/P/01/B1	Charles Camm	Y	No comments made.	Noted.
0988/P/01/B1	Alma MacGregor	N	Why has this been kept secret from village – was this to avoid objections – why was the Parish Council gagged. Only been given six weeks to object, recent survey suggest 73% of villagers against proposal.	See council response to representations regarding SA1/13 Inskip Extension.
0991/P/01/B1	Eileen Kirby	N	WBC technically gagged our Parish council demanding they remain silent and not share it with the villagers. Refers to paragraph 155 NPPF. WBC have not done this.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/01/B1	Inskip Residents' Action Group	N	Refers to section 19 and 20 of the Planning and Compulsory Purchase Act 2004 in relation to matters the Local Plan must have regard to. Of concern: meaningful engagement; consideration of alternative options; lack of consideration of quality and capacity of infrastructure to accommodate scale of development in Inskip; policies set out in existing Wyre Borough Local Plan; resources available for implementing the proposals, including concerns about the lack of infrastructure planning to meet forecast demand. Refers to PAS Self-assessment toolkit which is often made available to public as plan is developed. WBC written statement provides very little information on legal compliance. Refers to 'stage 3: Plan preparation – formulation stage' and 'stage 4: Publication' which WBC have confused. Reference is made to PAS self-assessment toolkit 'Stage three: Plan preparation – formulation phase'. Inskip residents wish to see answers to the series of questions in the PAS toolkit to be published in full in response to the current consultation, our view that task on stage 3 have not been undertaken in a professional and thorough manner or been undertaken and not made public. WBC have not published evidence that it is legally compliant. This should be completed before further work is undertaken.	The council's approach to consultation is set out in the Consultation Statement. The council believe that its approach to plan-making, including consultation, is consistent with the 2012 Regulations. Infrastructure Planning is addressed in the Infrastructure Delivery Plan. The IDP and Local Plan itself acknowledge a need for additional supporting infrastructure in certain locations to support development. The Local Plan process through the Issues and Options document of 2015 and Sustainability Appraisal has considered alternative options at a strategic and site-specific level. The strategy proposed in the Publication Draft Local Plan is based on a comprehensive and proportionate evidence base. The council is publishing its response to the tests of legal compliance and soundness as part of the Submission Draft Wyre Local Plan.
0999/P/01/B1	Darren Cross	N	(Don't understand this)	Noted.
1004/P/05/B1	Julia Diaper	N	Concerned about how the local Parish Council was gagged, giving residents a limited 6 week period to respond to the plans. One can only assume that the proposal is based on the willingness of the land owner to sell and Wyre Council's rush to justify numbers. This cannot be viewed as democracy in action.	See council response to representations regarding SA1/13 Inskip Extension.
1005/P/01/B1	Cecilia Reynolds	N	No comments made.	Noted.
1013/P/01/B1	Kenneth Nickson	Y	No comments made.	Noted.
1015/P/01/B1	Philip James	Y	As far as I'm aware.	Noted.
1017/P/01/B1	Tim Kirby	N	No comments made.	Noted.
1019/P/01/B1	Mike Cook	N	There are a number of errors/omissions within the Local Plan and accompanying Sustainability Appraisal and Infrastructure Delivery Plan that are a legal necessity. Do WC plan on updating these documents or do the errors contained in the supporting documents form a formal part of the Local Plan. The Local Plan does not present a full case for requirements relating to water, electricity, gas, roads and communications.	No details are given of the alleged errors and omissions therefore the council can offer no response. Matters relating to utilities, roads and communications are addressed in the Infrastructure Delivery Plan.
1030/P/01/B1	Joan Hollands	N	It appears that Inskip is not being given fair treatment when compared to similar sized villages within the borough. The Parish Council were coerced into holding secret talks with WBC regarding plans without consulting the people of Inskip going against the spirit of the NPPF.	See council response to representations regarding SA1/13 Inskip Extension.

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Unique Ref	Name	Meets the DTC? Y/N	DTC - Summary of Representation	Response
0032/P/01/B2	Blackpool Council	n/a	The Wyre Local Plan Statement of Compliance document was not shared in advance with Blackpool Council and it is considered that it does not reflect an agreed position with Blackpool Council. We consider that paragraph 5.20 of the Statement of Compliance is somewhat misleading. A timeline of key correspondence relating to the issues is included in appendices 1-5 (submitted with representation). Duty to cooperate meetings have been ongoing and a further Duty to cooperate meeting is scheduled for November 2017, once the Wyre Local Plan consultation has closed. Blackpool suggested it would be useful if the latest addenda reports were made available prior to the workshop 5 July 2017 (Appendix 6, submitted with representation). However, this did not occur. Although some of the new data was displayed on the screen at the workshop no draft reports were provided. This is the first time that Blackpool had sight of the Turley Addendum 3 document and the draft plan is at the Publication consultation stage. Therefore, this is the first opportunity that Blackpool has had to comment on these documents and the overall strategy that is proposed in the Wyre Local Plan.	It is accepted that the Statement of Compliance with the Duty to Cooperate contained errors. The statement in paragraph 5.20 was incorrect. The Statement of Compliance with the Duty to Co-operate has been revised. As indicated in the revised Statement, concerns have been raised by Blackpool and Fylde with regards to the identified OAN figure. It further refers to the last Duty to Cooperate meeting with all adjoining local authorities where it was agreed that an appropriate way forward was to allow the Wyre Local Plan examination to determine / confirm the shortfall and then adjoining local authorities will consider if and how they can assist. It was not possible to share the latest Addenda to the SHMA and Employment Land Study prior to the workshop on 5 July 2017, because they were not available. The purpose of the workshop was to deal with concerns in the methodology and assumptions in the relevant evidence underpinning the OAN figure. The purpose of the latest Addenda was to sensitivity test the relevant evidence using the latest economic, population and household forecasts. The Turley Addendum 3 was not available until early September. It was explained at the duty to cooperate meetings that the Local Plan Strategy is dictated by the constraints and that the Local Plan will maximise delivery of housing within the constraints. Blackpool have had the final highway evidence since February 2017 which has set the maximum capacity at individual settlements. The publication draft Local Plan reflects this evidence.
0048/P/02/B2	Jean Maskell	Y	Sure the community will have been informed of proceedings.	Noted.
0056/P/02/B2	John Bradley	Y	No comments made.	Noted.
0064/P/02/B2	Peter Tarrant	N	No meaningful cross borough cooperation. Low paid workers in Wyre need to reside in Blackpool due to lack of affordable accommodation in Wyre. The housing market is probably the one single area where a joint approach could be most beneficial. In its present form this Plan is a prescription for increased cross boundary commuting and traffic congestion in adjoining boroughs.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The Statement of Compliance with the Duty to Cooperate describes extensive cooperation with a wide range of stakeholders.
0068/P/02/B2	Estate of Mr Richard Singleton Whitesite c/o Whiting & Mason Solicitors	Y	No comments made.	Noted.
0138/P/02/B2	Katherine Threlkeld	Y	No comments made.	Noted.
0145/P/02/B2	Michael Watson	Y	No comments made.	Noted.
0172/P/02/B2	Dawndew Salad Ltd	Y	We believe that the Publication Draft Wyre Local Plan 2017 complies with the Duty to Cooperate.	Comment that Wyre Council has met the duty to cooperate is noted.

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0289/P/01/B2	Fylde Council	n/a	The plan as published is the first time the strategy has been shared with Fylde Council. The Statement of Compliance with the Duty to Co-Operate sets out Wyre Council's position on co-operation. This document has not been shared in advance with Fylde Council and therefore does not reflect an agreed position. As published, it does not fully set out an agreed position to accurately reflect the nature of co-operation that occurred. Overall, it gives an incomplete and misleading impression of events. Fylde Council would welcome the opportunity to offer comments in order to come to agreement on a revised Statement of Compliance, in advance of submission for Examination.	Although the actual publication draft Local Plan was not shared with Fylde for comment prior to formal consultation, Wyre had advised adjoining local authorities including Fylde at duty to cooperate meetings that the Local Plan strategy is dictated by the constraints and that the Local Plan will be allocating to the maximum indicated within the highways evidence where possible. Fylde has had the final highways evidence since February 2017 and were aware of the quantum and distribution of development possible. There is no requirement that the Statement of Compliance be shared in advance for consultation. Fylde themselves did not share their Statement of Compliance in advance of publication of their Local Plan and subsequent submission. It is however accepted that the published Statement of Compliance included inaccuracies and has since been revised.
0297/P/02/B2	Home Builders Federation (HBF)	N	The HBF does not consider that the Memorandum of Understanding (MoU) is effective in terms of housing delivery and the plan. In relation to housing issues the MoU states that the authorities must 'reach a consensus on housing provision across the Fylde Coast sub-region'. However, this consensus does not appear to have been achieved. The importance of identified actions resulting from fulfilment of the duty is clearly articulated within the NPPG. The key concern for the HBF relates to how the unmet housing needs of Wyre will be met. It remains our opinion that this issue has not been adequately dealt with. If any Statements of Common Ground are prepared the HBF may wish to submit further comments on the Council's legal compliance with the Duty.	The comments do not demonstrate that the Council has not met the duty to cooperate. The Duty to Cooperate does not guarantee that agreement on any single matter will be the outcome. This does not invalidate the MoU or the extensive cooperation that has taken place, including that relating to housing need. For clarity, the MoU, place 8 states "We will work together to [bullet point 1] reach a consensus on housing provision across the Fylde Coast sub-region". It does not state that there "must" be a consensus. As acknowledged in the representation, the matter of Wyre's shortfall in meeting the Objectively Assessed Need for Housing is being addressed as part of the Fylde Local Plan public examination.
0358/P/02/B2	Hollins Strategic Land	Y	HSL attended the Fylde Borough Council (FBC) Local Plan Hearing Sessions which related to the Duty to Cooperate (DtC). Wyre Council (WC) asked the Inspector to ensure that FBC would assist WC with its unmet housing need. HSL considers that WC has carried out the DtC. It is understood that FBC will seek to assist WC if possible, but that assistance will not be provided until the FBC Local Plan is reviewed. The FBC eLP Examination timetable has slipped significantly and Stage 3 Hearing Sessions are scheduled to commence in December. HSL has submitted representations to suggest that the FBC eLP takes account of the WC unmet need now, rather than via a LP Review in the future. It is demonstrated that land such as that off Fleetwood Road, Wesham is developable and can aid both FBC and WC in meeting housing requirements.	Comment that Wyre Council has met the duty to cooperate is noted.
0363/P/02/B2	Taylor Wimpey UK	Y	The Framework states public bodies have a duty to cooperate on issues that cross administrative boundaries, particularly those which relate to the strategic priorities. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities. TW considers that based on the evidence provided, the Council has sought to co-operate with neighbouring authorities on the preparation of the plan.	Comment that Wyre Council has met the duty to cooperate is noted.
0395/P/02/B2	CPRE Lancashire	N	Wyre has sought to cooperate with neighbouring authorities, but because Fylde Local Plan is well advanced the Examiner said Fylde couldn't be expected to plan for a housing number that was not yet identified.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate.

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0458/P/02/B2	Cabus Parish Council	N	The draft Local Plan (2017) clearly indicates that the 2015 Local Plan Issues and Options Consultation failed with regard to prompting further consideration of the pursuit of housing allocations outside of the A6 corridor. It also fails with regard to evidence base for co-operation over the SA6 site allocation potential to be met by neighbouring authorities.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. In relation to SA6, an allocation for Travelling Showpeople, local authorities are required to meet their own needs if possible. Where it is not possible, discussions with neighbouring authorities under the Duty to Cooperate are expected to take place. The council has identified SA6 a site suitable for allocation for travelling showpeople. There is therefore no requirement to seek alternative provision in a neighbouring authority. In relation to housing allocations, appropriate discussions have taken place as described in the Statement of Compliance with the Duty to Cooperate.
0484/P/02/B2	David Evans	Y	No comments made.	Noted.
0492/P/02/B2	Stephen Hunter	Y	No comments made.	Noted.
0495/P/02/B2	Jonathan Slee	Y	No comments made.	Noted.
0501/P/01/B1	Mark Houghton	N	Lack of community and Parish Council involvement with regards to site SA6 for Travelling Showpeople . There has been no community consultation. Bird control netting appeared on the hedge adjacent A6 before completion of sale. Purchaser given green light that planning would be approved in advance.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. Nonetheless, Wyre Council has met the requirements for consultation set out in the Town and Country Planning Regulations (Local Planning) 2012 as amended. Moreover, the Council carried out additional engagement with representatives from parish councils during regulation 18 stage. As described in the Statement of Consultation, the council has carried out extensive engagement with landowners as part of assessing the delivery of potential allocations. No landowners have been given a "green light" in respect of sites to be allocated in the Local Plan or in relation to any subsequent planning applications.
0526/P/02/B2	Wyresdale Park Estates	Y	No comments made.	Noted.
0545/P/02/B2	Garstang Town Council	N	Approaching neighbouring authorities has been carried out but nothing to ameliorate Wyre's burden of a net export of labour of 10,000. No neighbour has offered to take up any part of Wyre's housing and will result in the A6 corridor housing the workforce of Lancaster and Preston. No evidence showing the need to house Wyre's indigenous workforce or of the local employment opportunities for new households. More households bring benefits but add enormous pressure on the highway system and other infrastructure. The A6 corridor settlements simply become dormitories. The Plan does not show where the migratory of workers are employed nor live each day to help understand the migratory picture and what proposals there are to find employment locally. There will be increasing pressure on the A6 and its feeder roads. The allocation is unsubstantiated and will suck in more migratory workers and cause more congestion	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The Duty to Cooperate does not guarantee that agreement on any single matter will be the outcome. This does not invalidate the extensive cooperation that has taken place, including that relating to housing need.
0550/P/02/B2	GQ Parker	Y	No comments made.	Noted.
0610/P/02/B2	Preesall Town Council	Y	No comments made.	Noted.
0641/P/02/B2	Keith Holden	Y	No comments made.	Noted.

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0644/02/B2	Nateby Parish Council	Y	No comments made.	Noted.
0659/P/02/B2	Inskip with Sowerby Parish Council	Y	Inskip-with-Sowerby Parish Council are unaware of any failure to comply with the Duty to Cooperate in the production of the Wyre Local Plan.	Noted.
0661/P/01/B2	Brian Leighton	N	Wyre council has interacted with Inskip Parish Council but in secret. This undermines any claim by Wyre council that it has carried out its Duty to Cooperate.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.
0664/P/02/B2	George Diaper	N	Wyre Council has not demonstrated that they have cooperated with the other councils. The Planning Office have been unable to supply minutes of such meetings. No indication of contact with Preston City Council as there is no mention of the substantial expansion to North Preston currently proceeding at Cottam, Durton Lane, etc. and hence the impact on the A6/M55 junctions does not appear to have been taken into account.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The Statement of Compliance with the Duty to Cooperate describes the cooperation with other councils, including Preston. The minutes of meetings are available on request. The highway evidence provided by Lancashire County Council takes into account matters relating to the Junction 1 of the M55.
0665/P/01/B2	Dianne Hogarth	N	Residents cannot comment on Duty to Co-operate as no evidence provided by WBC. MOU available but no record of meetings and outcome. Duty to Co-operate statement is woolly and indicates that there may have been meetings but no dates or details. Many cross boundary matters (health, education, transport and infrastructure) raised in Local Plan to be resolved, no evidence of progress in meetings or evidence progress reported to communities. Arrogant and unprofessional on part of the Councils and does not fulfil Duty to Co-operate.	The Statement of Compliance with the Duty to Cooperate describes extensive cooperation with a wide range of organisations. This is also evidenced in the Infrastructure Delivery Plan. Both documents set out the outcomes arising from this cooperation, including the identification of educational and health needs to support development. Cooperation is an on-going process and the council will continue to discuss and come to agreement on a range of strategic issues in relation to strategic matters.
0717/P/02/B2	K Whittingham	Y	No comments made.	Noted.
0794b/P/02/B2	Wainhomes (North West) Ltd	Y	No comments made.	Noted.
0810/P/01/B2	Heine Planning	N	Concerned with the robustness of the GTAA to inform Policy HP8 and whether authorities have truly disclosed the extent of unauthorised development and movement of families between authorities due to enforcement action. Families previously living in Wyre have had to move to unauthorised plots in Fylde. This does not appear to be acknowledged in the updated GTAA which fails to consider where displaced families have gone. In early 2016 the study says there were just 6 plots on land at Angel Lane Hardhorn. This is what was applied for and what was sought at an appeal held in May 2016, but families were still occupying all 15 unauthorised plots on this site, especially during the winter months, and many of those families were displaced from a site in Wyre.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The council believe that the GTAA is a robust piece of the Local Plan evidence base that has been produced in cooperation with the adjoining authorities of Fylde and Blackpool. Surveys were carried out with the occupants of known sites and, where necessary, information on absent families was sought.

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Unique Ref	Name	Meets the DTC? Y/N	DTC - Summary of Representation	Response
0811/P/02/B2	Sarah Nunn	n/a	It's my understanding that the Parish council were threatened with being removed from any consultation with the Borough if they leaked plans or spoke of the proposed areas under consideration in Inskip. I believe this to be against the law and also contradictory to a raft of statements within the plan and it's reflection of the National Planning Policy Framework. There is nothing in this plan describing the Borough councils forward looking provision of Self Build Land and it's maintenance of the Self Build Register in compliance with the Self-build and Custom House Building Act 2015 – why is this? I get the feeling that the primary motivation for the inclusion of SA1/13 is simply because there is a willing landowner prepared to take huge profits at the expense of what is the correct and proper solution to Wyre's housing needs. The council has a duty to consider the well being of its' constituents ahead of that of a wealthy landowner.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The comment regarding Inskip Parish council is addressed under the council's response to representations regarding SA1/13 Inskip Extension. The Self-Build register is separate from the Local Plan exercise. The Council does hold a Self Built Register in compliance with legislation. The council is required to allocate land according to its evidence base. The motivations of landowners and their financial circumstances are not relevant to the local plan other than to say that allocations are required to be deliverable and hence must have the support of the appropriate landowner(s).
0812/P/02/B2	Richard West	N	Co-operation - massive and unrealistic housing plans in WBC, Fylde, Lancaster and Preston have not been co-ordinated. Questions why planning to build 255 houses in Inskip when more than 5,000 are planned in Preston. Small rural community, narrow roads, minimal infrastructure, will be fundamentally changed. No local employment - will increase commuting. Estimates of traffic by LCC highways a joke. Clear lack of co-operation with neighbouring authorities.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension. It is noted that government policy is such that each local authority is required to address it own needs. So, the needs of Preston, for instance, are therefore for Preston to address unless it is unable to meet its own needs. Wyre has a separate needs which also require addressing.
0832/P/01/B2	Kevin Toole	Y	No comments made.	Noted.
0833/P/02/B2	Paul Matthews	Y	No comments made.	Noted.
0834/P/02/B2	Steve Jenkinson	N	Shocking standard of roads. More houses = more cars. The infrastructure of Poulton its sewers and its roads can't cope with the amount of traffic now. Basic services and amenities are not being maintained and for purpose.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The council is working with infrastructure providers as set out in the Infrastructure Delivery Plan to address matters relating to road capacity, water infrastructure provision and services/facilities.
0835/P/02/B2	Patricia Gonzalez	Y	No comments made.	Noted.
0836/P/02/B2	Bernard Wilkinson	Y	No comments made.	Noted.
0837/P/02/B2	Lawrence Warburton	Y	No comments made.	Noted.
0838/P/02/B2	June Brand	N	See comments on legal compliance.	Noted.
0839/P/02/B2	Brian Mayne	Y	No comments made.	Noted.
0840/P/02/B2	Peter Ronald Williams	Y	No comments made.	Noted.
0841/P/02/B2	Louise Atherton	Y	No comments made.	Noted.
0842/P/02/B2	Carli Melia	Y	No comments made.	Noted.
0843/P/02/B2	Jennifer Barlow	Y	No comments made.	Noted.
0845/P/02/B2	Natural England	Y	No comments made.	Noted.
0850/P/02/B2	Alan Swindells	N	No comments made.	Noted.

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0851/P/02/B2	Lesley Tripp	Y	No comments made.	Noted.
0852/P/02/B2	Michael Wills	Y	No comments made.	Noted.
0853/P/02/B2	Steve Palmer	Y	No comments made.	Noted.
0854/P/02/B2	Jacob Chantler	Y	No comments made.	Noted.
0855/P/02/B2	John Shaw	Y	No comments made.	Noted.
0856/P/02/B2	Janet Foster	Y	No comments made.	Noted.
0860/P/02/B2	Matthew Nunn	N	The council have not and continue not to communicate the publication of the plan to local residents in my area. I, and most of the people I've spoken to in my village, only found out about this plan through the actions of the Parish council, we've had no communication from the Borough Council or our local councillors directly on the issue. Failure to cooperate with neighbouring Boroughs, especially Fylde, because our nearest neighbouring village (Elswick, Fylde) has been given a very different treatment under the Fylde Local plan, Fylde has used a much simpler and widely publicised method of scoring the viability of developing. Had we been given parity of process with Elswick, Inskip would not have been considered suitable for such a large "Expansion" as Elswick was not. Its seems the council has cooperated very efficiently with the landowner in the area though, so I'm sure they are pleased!	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension. In terms of the treatment of Elswick, it is for each council to develop its evidence base and local plan as it sees fit. The Duty to Cooperate is not a duty to coordinate detailed methodologies.
0864/P/02/B2	Poulton-le-Fylde Historical and Civic Society	Y	No comments made.	Noted.
0866/P/02/B2	Lydia Kirby	N	Wyre Borough stated that our Parish council remain silent and that they would not share it with the villagers - This is appalling - in the national planning policy framework it says that local communities should be informed along the way. Wyre Borough have NOT done that. I believe this plan has been around for nearly three years, looking at other schemes, which have now been rejected. The current proposal appeared to come along at the last minute when the landowner changed his mind about using a certain area of land, in disregard to national framework recommendations – we were only told about the proposal in September by our Parish council.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension
0869/P/02/B2	Diane Saffery	N	No comments made.	Noted.
0873/P/02/B2	Rakesh Soni	Y	No comments made.	Noted.
0876/P/02/B2	Isabel Olsen	N	No comments made.	Noted.
0877/P/02/B2	Anthony Olsen	N	No comments made.	Noted.
0878/P/01/B2	Janet Gorman	N	Not looked at the area.	It is uncertain as to what this relates and does not demonstrate that the duty to cooperate has not been met. It is assumed the submission is in relation to proposals at Inskip. There is insufficient detail in the submission to form a response, although the council note that the process for allocating sites is explained in the Allocation Background Paper.
0880/P/02/B2	Jon Howson	N	No comments made.	Noted.

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0881/P/02/B2	Ian MacGregor	N	No comments made.	Noted.
0883/P/02/B2	James Smith	N	Parish council bound by a confidentiality agreement preventing them raising the issue of the draft plan for 3 years - goes against the NPPF.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.
0884/P/02/B2	Derek Longstaff	Y	No comments made.	Noted.
0885/P/02/B2	Stanley Stuart	N	No comments made.	Noted.
0887/P/01/B2	Graham Edwards	N	Has the council has left it to the last minute to tell the residents about the plan to slip it through without complaint.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The council's approach to consultation is set out in the Statement of Consultation.
0888/P/02/B2	Keith Bench	N	Little cooperation between the village and the council.	See council response to representations regarding SA1/13 Inskip Extension.
0889/P/01/B2	Timothy Haworth	Y	No comments made.	Noted.
0891/P/02/B2	Brian Dearnaley	N	It is widely accepted (set out in NPPF) that early, frequent and thorough stakeholder engagement should take place, in matters pertaining to local plans. Early and meaningful engagement is a critical action as it helps ensure that the document is influenced by well informed feedback. The failure to proactively engage has resulted in the production of an ill informed and thereby flawed plan. The final sentence of Para 1.4.1 of the Local Plan commences "The duty to co-operate is not a duty to agree.....". The need to make this statement begs the question "what issues weren't agreed" as none are reported! To enter into dialogue with other bodies from the premise that you don't have to agree is a consultation exercise that does not translate into a duty to cooperate. The duty to cooperate has not been met as:- • Consultation with people and communities has not taken place in accordance with the NPPF policies. • Dialogue with other bodies has been on the basis that agreement is not requirement.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The council's approach to consultation is set out in the Statement of Consultation. It is not accepted that engagement with a wide range of stakeholders has not been early or meaningful. The reference to the Duty to Cooperate not being a "duty to agree" is simply a statement of fact for the sake of clarity. The Infrastructure Delivery Plan demonstrate the extensive range of matters that agreement has been reached.
0892/P/02/B2	Stephen Nuttall	Y	I have no information on this matter.	Noted.
0893/P/02/B2	Ellen Wilson	N	The Duty to Cooperate required a pro-active approach and Wyre Council have failed in respect of cooperation with the community. The confidentiality agreement between Wyre Council and the Parish Council was presumably required by the known developer, but this is, of course, conjecture, because the agreement achieved its purpose of ensuring that the public was not informed of the proposals being discussed until very late in the day. I feel that this agreement was an unsuitable tool for such an important issue over such a long period of time. It was undemocratic and shameful. Any commercial developer insisting on such an agreement should have been invited to develop elsewhere by any arm of local government worthy of the name.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.
0899/P/02/B2	Maureen Gogarty	N	No comments made.	Noted.
0900/P/02/B2	Sylvia Waldron	Y	No comments made.	Noted.

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0901/P/04/B2	David Schools	N	There's that duty to cooperate and my point that the test of soundness cannot be demonstrated as a positive one.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate.
0902/P/02/B2	Pipecroft Ltd & Russell Armer Homes	Y	No comments made.	Noted.
0903/P/02/B2	Tom Rowe	Y	No comments made.	Noted.
0909/P/02/B2	Susan Gornall	N	No comments made.	Noted.
0914/P/02/B2	Judith Wilson	N	Not aware of any information being provided by Wyre council with regard to the implementation of the Plan - is this not a requirement?	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. A detailed implementation plan is not a requirement. However the Plan makes it clear that the council expects that a number of sites should come forward for development through a masterplanning exercise.
0915/P/02/B2	Michael Wilson	N	Not made aware of the draft local plan until recently - little time to object. Wyre council has not fulfilled its duty to cooperate by its failure to provide information in a timely manner to allow for proper consideration.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. It is not agreed that the council have failed to provide information in a timely manner as demonstrated in the Statement of Consultation for further details of the consultation process.
0922/P/02/B2	Baxter Homes	N	No comments made.	Noted.
0924/P/02/B2	Andrew Chapman	Y	No comments made.	Noted.
0925/P/01/B2	David Sharp	N	The Forton community has been ignored and excluded from the preparation of the Local Plan. Many residents have written to councillors and council officials about the disproportionately large number of dwelling suggested for Forton and asked to apply common sense when putting the plan together. However, the local plan still proposes to dump 6.5% of Wyre's total housing stock disregarding the feelings of current residents.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. As explained in the Statement of Consultation residents were consulted in 2015 on the Issues and Option Report and the council has undertaken extensive engagement with parish council's including Forton Parish Council. The Council has considered the views made by residents in the round with the requirement for the Local Plan to meet development needs and taking into account all other relevant factors.
0926/P/02/B2	David Roberts	Y	No comments made.	Noted.
0929/P/02/B2	Daniel Fowler	Y	No comments made.	Noted.
0930/P/02/B2	Redrow Homes Ltd	Y	No comments made.	Noted.
0932/P02/B2	Cubbins, Lawson and Holland	Y	No comments made.	Noted.

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0941/P/01/B2	Gladman Development	N	The Duty to Cooperate (DtC) requires local planning authorities to engage constructively, actively and on an ongoing basis with neighbouring authorities on cross-boundary strategic issues through the process of plan preparation. The issue of effective cooperation is not a matter than can be rectified through modifications. Whilst recognising that Wyre has requested assistance from its neighbours in the HMA under the DtC, Gladman do not consider that the MoU provides an effective strategy in terms of meeting its unmet housing needs. Indeed, there is no effective commitment contained in the WLP which provides a strong policy mechanism that the Council will work in collaboration to meet its unmet housing needs with its partners in the HMA.	Wyre has engaged constructively, actively and on an ongoing basis with all neighbouring authorities on cross-boundary strategic issues throughout the preparation of the Local Plan. The MoU between the Fylde Coast authorities is a useful starting point in co-operating. Nonetheless, Wyre has held wider 'bespoke' engagement with not just Blackpool and Fylde but also Lancaster and Preston with regards to the housing shortfall in Wyre. The Council has met the duty to co-operate in preparing this Local Plan. As stated in the Statement of Compliance with the Duty to Cooperate, the Council is committed to ongoing engagement under the duty to cooperate. This is not however a policy matter for this Local Plan. In the interest of clarity however a minor amendment to paragraph 4.1.21 is recommended to refer to the Council's commitment to on-going cooperation with adjoining local authorities and other partners.
0943/P/02/B2	Patricia Eastham	Y	The need to ensure a proactive and positive approach to proposals, working collaboratively with community organisations. Ensure that developers are kept to their original plans. So often these plans and conditions seem to change at the reserved consideration stage.	Noted.
0952/P/02/B2	Worthington Properties	N	No comments made.	Noted.
0955/P/02/B2	Richard Henriques	N	1. No evidence of DtC with LCC, Fylde BC or Blackpool Council in relation to housing, transport or education pursuant to s110 Localism Act. 2. No evidence with LCC concerning new road from Skippool Road to Raikes Road or the building of new school at SA1/2. 3. No evidence with LCC concerning school places for 1,400 new home in Wyre. 4. No evidence with neighbouring authorities in meeting housing needs or an assessment of cross boundary issues	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. The Statement of Compliance with the Duty to Cooperate details the cooperation in relation to s110 of the Localism Act. It includes details of the cooperation with adjoining local authorities regarding the housing shortfall and with a range of other prescribed bodies in relation to strategic matters. The Infrastructure Delivery Plan also includes details of cooperation with infrastructure providers including LCC Education Authority and LCC Highways Authority. The road from Skippool to Raikes Road will be financed and be delivered as part of development of site SA1/2. The requirement of the road has been advised by LCC Highways Authority.
0956/P/02/B2	J Townley Ltd	N	Not clear that Preston City Council or Blackpool Council have been approached to meet some of the unmet housing need. Further evidence should be provided of discussions with Preston City Council given the level of development proposed along the A6 corridor. Particularly need to discuss settlements in the south of the corridor especially Bilsborrow which has no allocations but spans both authority boundaries.	The Statement of Compliance with the Duty to Cooperate sets out the cooperation with all adjoining local authorities including Preston with regard to their ability to meet any shortfall against the Objectively Assessed Housing
0957/P/02/B2	Anthony Hind	N	No comments made.	Noted.
0962/P/02/B2	Metacre Ltd	Y	No comments made.	Noted.

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0963/P/02/B2	The Strategic Land Group (SLG)	Y	The WLP confirms that WBC has sought and requested assistance from all adjoining authorities in meeting its housing need. To date, no authority has offered any assistance. SLG consider this position disappointing. National planning policy and guidance aims to ensure that the needs arising in a particular housing market area (HMA) are met in that HMA. SLG supported its strong objections during the Fylde Local Plan examination criticising the failure of Fylde to positively engage, assist and plan for meeting a proportion, if not all, of Wyre's unmet needs. SLG positively supports the position of Wyre Council in this respect and considers that it has fully addressed the issues and concerns that Fylde Council raised through its own duty to cooperate process when preparing its own local plan which currently at examination. SLG encourages the continuation of discussions with adjoining authorities and Fylde in particular, through the D2C process, to ensure unmet housing need is fully delivered within the Fylde coast.	Noted.
0964/P/02/B2	J and M Stuart and Son	Y	No comments made.	Noted.
0973/P/01/B2	Eileen Dearnaley	N	The NPPF requires proactive engagement with the local community so WBC should have consulted residents prior to the draft document. Because of this, the Local Plan does not reflect the views of residents. Moreover, gagging the Parish Council throughout the preparation of said document lacks democratic credibility.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. As explained in the Statement of Consultation residents were consulted in 2015 on the Issues and Option Report and the council has undertaken extensive engagement with parish council's including Inskip with Sowerby Parish Council. The Council has considered the views made by residents in the round with the requirement for the Local Plan to meet development needs and taking into account all other relevant factors. Regarding the claim that Inskip Parish Council 'gagged', please see the council response to representations regarding SA1/13 Inskip Extension. The nature of the meeting with the Parish Council does not affect the credibility of the Local Plan.
0975/P/02/B2	Charles Camm	Y	No comments made.	Noted.
0988/P/02/B2	Alma MacGregor	N	Why has this been kept secret from village – was this to avoid objections – why was the Parish Council gagged. Only been given six weeks to object, recent survey suggest 73% of villagers against proposal.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.
0991/P/02/B2	Eileen Kirby	N	WBC technically gagged our Parish council demanding they remain silent and not share it with the villagers. Refers to paragraph 155 NPPF. WBC have not done this.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.

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0995/P/02/B2	Inskip Residents' Action Group	N	In reference to WBC Wyre Local Plan Statement of Compliance with the Duty to Cooperate September 2017: Document content: refers to Memorandum of Understanding and Statement of Common Ground. The three Fylde coast authorities have been unable to co-operate on housing need. There is more urban coast areas in Fylde than in eastern part (which includes Inskip). Urban coast is more sustainable. Joint evidence produced on assessing markets but this has not led to joint work on assessing land availability. Absence of Content: No evidence in Duty to Co-operate statement or elsewhere of the nature of the meetings held and decisions – would expect meeting notes/exchange of correspondence that explain site selections, constraints etc. SHLAA published July 2017 – consultation document does not state whether consulted adjoining Fylde coast authorities prior to publication. Other LPA at examination have not met duty to co-operate when setting housing targets and implications for neighbouring authorities. LPAs cannot be selective over whom or what issues they co-operate on. Impact on Inskip: Failure of duty to co-operate has led to allocation at Inskip which is not its fair share based on existing population. Other Fylde coast authorities have larger villages and towns that are more sustainable and development can be more proportionate. Views of other LPAs to the allocations should be public. Not based on up-to-date housing need assessment. Align Local Plan to Governments OAN guidance (September 2017). Plan is unreasonable against alternatives. Not based on effective cross boundary strategic priorities. OAN assessment lacking as requires cross boundary co-operation. Local Plan should be withdrawn, consultation responses assessed and amended Publication version published for consultation which aligns with spatial distribution of development, infrastructure constraints and Governments OAN guidance. Delete Inskip Extension SA1/13.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. As set out in the Statement of Compliance with the Duty to Cooperate, the council has undertaken extensive discussions with neighbouring authorities with regards to housing needs. Joint work on the Strategic Housing Market Assessment is a clear example of this. However, as explained in the Local Plan at para. 1.4.1 the DTC is not a duty to agree. It is not a DTC matter to discuss site allocations or to undertake a joint site selection process, particularly where local plans are at different stages of production. The SHLAA was not subject to consultation with neighbouring authorities as this was deemed to be unnecessary.
1005/P/02/B2	Cecilia Reynolds	N	No comments made.	Noted.
1015/P/02/B2	Philip James	Y	As far as I'm aware	Noted.
1030/P/02/B2	Joan Hollands	N	It appears that Inskip is not being given fair treatment when compared to similar sized villages within the borough. The Parish Council were coerced into holding secret talks with WBC regarding plans without consulting the people of Inskip going against the spirit of the NPPF.	Comments noted however they do not demonstrate that the Council has not met the duty to cooperate. See council response to representations regarding SA1/13 Inskip Extension.

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Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0664/P/03/C	George Diaper	Foreword, Para. 4	N	References the Foreword para. 4. An Issues and Options paper produced 750 responses which cannot be considered an adequate sample to base these decisions. No mention is made of the results by area i.e. What did the Inskip residents say?. Without such categorisation by location the use of this 'evidence' as a primary factor is suspect at best	Include the results of the 750 responses by location	The Issues and Options paper generated 763 responses from individuals and organisations who made 2,951 separate comments. The council do not agree that this is an inadequate sample. As set out in the Statement of Consultation the response was heavily negative in terms of resistance to development - regardless of location.
0297/P/03/GC	Home Builders Federation (HBF)	Introduction Para. 1.1.1	n/a	It is noted that the 2031 plan period will not ensure a 15 year time horizon post adoption as preferred by the NPPF, paragraph 157. Whilst it is recognised this may have implications for the evidence base, site allocations and plan policies, the HBF recommends that the Council considers extending the end date of the Plan.	See summary.	The council consider that the end-date of the Plan period provides appropriate certainty in terms of the long-term planning of the borough and is consistent with an extensive evidence base developed to support the Plan.
0968/P/01/C	Cabus Consortium	Introduction Para. 1.1.1	N	The Plan is likely to have a post-adoption period of 12 years - less than the 15 years set out in para. 157 of the NPPF. This means that the achievement of its planning objectives and requirements will be challenging and the Council will soon be required to commence the preparation of its replacement Local Plan. It is unclear why the Local Plan is to be back dated by at least 7 years from its projected year of adoption. The use of 2011 as a base date provides for an inconsistent timeframe between the Local Plan and much of its supporting evidence. The housing needs evidence for example refers to population projections which commence in 2014 and cover the period to 2039.	The Local Plan should be re-based to 2014 to more closely reflect the base date of the Local Plan's housing evidence, and provide a plan period to at least 2034 to provide for a 15-year period post adoption.	With regard to the plan end date, there is no material evidence to suggest that the timeframe is inappropriate or will not facilitate the long-term planning of the borough. The SHMA base date is 2011. Although addendums have been produced that update the position, the 2011 base date remains relevant.
0545/P/03/C	Garstang Town Council	Introduction Para. 1.2.1	N	The process to adopt a Local Plan has been fraught by delay and as a result it is not possible to establish a thread from 2006 to the present draft Plan. No publication of the responses received from earlier versions of the Development Plans (Core Strategy) which could have informed residents of the direction that they and others wished to proceed. In 2015 an Issues and Options Paper was issued requesting comments so that a draft Plan could be published later in that year with a view to submitting a Final Draft Local Plan in 2016. The Final Draft Local Plan was not published and none of the 750 responses received published as a report and analysis. The crucial section of the 2015 Issues and Options paper was the public testing of where development was to be most heavily featured. There were three options on which views were canvassed namely development mainly on the urban coast or alternatively on the A6 corridor and third a dispersal solution. We are assured that the draft Local Plan is based on the 750 responses but residents have no way of deciding for themselves whether this is the case. The result of delay is that policy is dictated by developers and appeals, not the Plan.	None.	Comments on the Plan process are noted. In relation to the Issues and Options (2015) responses, the council have previously published a detailed summary of the main matters raised and the council's response. Original copies of the representations are available on the Wyre council web site. The strategy upon which the detailed policies and allocations are based has been directly influenced by highway evidence that was not available at the time of the Issues and Options document. The Publication Draft Local Plan at para. 4.1.11 explains that the Strategy is not directly related to any of the three options put forward in 2015 but is most related to the "dispersal" option. The Statement of Consultation explains how the matters raised through the Issues and Options stage have been taken into account in drafting the Publication Draft Local Plan.
0659/P/04/C	Inskip with Sowerby Parish Council	Introduction Para. 1.2.1	N	The Wyre Local Plan states that stakeholders were engaged in the preparation of the Plan. It states that the Council "held meetings with representatives of Parish and Town Councils on a 'confidential' and 'without prejudice' basis. It was important to keep Parish and Town Councils informed of the 'direction of travel' and seek their views where possible". Wyre officials did meet up on a number of occasions with representatives of Inskip-with-Sowerby Parish Council, on the dates listed in the Statement of Consultation, however Inskip with-Sowerby Parish Council does not feel that concerns raised by Parish Councillors at these meetings were taken into consideration adequately by Wyre Borough Council in the preparation of the Wyre Local Plan. In addition, the confidential nature of these meetings meant that Inskip-with-Sowerby Parish Council were unable to consult widely within the local community and so adequately reflect public opinion. This concern was raised with Wyre Council on a number of occasions and the lack of open consultation is in direct opposition to national planning policy which states that early and meaningful engagement and collaboration with neighbourhoods is essential.	The Wyre Local Plan should acknowledge that the lack of open consultation is considered unacceptable by the local community	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/01/C	Joanne Griffiths	Introduction Para. 1.2.1	N	Lack of open consultation with the local community as confidential meetings with the Parish and Town Councils meant that they were unable to adequately gain public opinion. Moreover, concerns raised have not been taken into consideration by WBC.	None	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/03/C	Inskip Residents' Action Group	Introduction Para. 1.2.1	N	Refers to Publication Local Plan, para 1.2.1 (2) and Issues and Options Local Plan, para 6.27. The Local Plan has gone against Issues and Options, development is disproportionate, amount of development proposed is 120% increase – will have impact on village character. Little justification for uplift of housing above existing planning commitments. WBC held confidential meetings with Inskip-with-Sowerby Parish Council since 2015 consultation, no notes/minutes available from the meetings. No local community consultation during this time, this was raised as a concern by the parish council. Important decisions have been made in secret with no local knowledge or opportunity to comment. Consultation against NPPF para 155. Not justified when considered against reasonable alternatives – set against spatial strategy selected and size/scale of development. Not consistent with national planning policy – no meaningful engagement.	Local Plan should be withdrawn, consultation responses assessed and amended Publication version published for consultation which aligns with spatial distribution of development, infrastructure constraints and Governments OAN guidance. Delete Inskip Extension SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0064/P/04/C	Peter Tarrant	Introduction Para. 1.3.5	N	Robust policies in respect of affordable housing and mix of housing, green infrastructure, developer contributions and master planning are surely fundamental requirements of a Local Plan. NPPF Sections 150 to 162 and 173 to 177 clearly state that such matters should part of the Local Plan. Leaving key policy decisions out, to allow for later inclusion in an Supplementary Planning Document undermines the fundamental principles of plan-making described in the NPPF.	Comprehensive and realistic policies in respect of affordable housing and the mix of housing, green infrastructure, developer contributions and master planning need to be part of the Local Plan.	Supplementary Planning Documents do not make policy - they provide additional advice - and as such the council are not leaving key policy decisions to other documents. The Local Plan contains policies which addresses the matters raised: HP3 Affordable Housing; HP2 Housing Mix; CDMP4 Environmental Assets (Green Infrastructure); HP9 Green Infrastructure in new residential developments; SP7 Infrastructure Provision and Developer Contributions. The allocation policies (SA1 and SA3) for sites providing over 50 dwellings includes a requirement for the site to be brought forward in line with a masterplan covering the whole site. This is also required for allocation SA4 and SA7.
0395/P/05/C	CPRE Lancashire	Spatial Portrait and Key Issues	Y	1. The estimated population for Wyre (mid-2016) was 110,261 people, an increase of 2.3% since the 2011 Census figure, below the increase for Lancashire and England. It has an aging population, with a decline in ages under 50 years. The 2014 based population projection suggest Wyre's population is set to increase by 6% to 114,500 people by 2032, and the age structure is forecast to age significantly. 2. CPRE Lancashire acknowledges that the 2015 Index of Multiple Deprivation (IMD) illustrates that there are significant inequalities between the urban and rural parts of the Borough, with the more deprived areas being found exclusively in the urban areas especially Fleetwood. 3. Whilst Wyre has a comparatively long life expectancy to the rest of Lancashire, there are differences across the area.	None	Noted
0860/P/03/C	Matthew Nunn	Spatial Portrait and Key Issues Para. 2.2.4	N	With respect to SA1/13. Assume a good proportion of houses will need to be smaller affordable homes, as the Councils SHMA proposes, and yet the current development in the village has been unable to sell the affordable homes it has marketed and create homes has petitioned and succeeded to have its duty to build at least 30% of the properties to meet this market removed. Small cheap affordable housing to be built in Fleetwood where developers know it will sell and larger expensive homes to be built in the villages such as Inskip (where evidence of sales figures suggests it still won't sell)? This is surely a plan doomed to be in contravention to the NPPF.	The plan should accurately define and do a SHMA for each proposed Site allocations. The variety of social demographic across the Wyre is large and growing, the council has a duty to spread and diversify the social demographic across the borough and this should be part of the plan.	See council response to representations regarding SA1/13 Inskip Extension.

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Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0407/P/02/C	Lesley Dodgson	Spatial Portrait and Key Issues Para. 2.2.6	N	A number of settlements that straddle Wyre's administrative boundary. There is no mention of Forton being close to Lancaster's boundary and have therefore probably not considered this.	None	The spatial portrait para 2.2.1 makes reference to the adjoining council administrative areas. Under the Duty to Cooperate (DtC) the council has engaged constructively and on an ongoing basis with neighbouring authorities included Lancaster City Council during the preparation of the Plan.
0852/P/03/C	Michael Wills	Spatial Portrait and Key Issues 2.3 Population & Society	N	The Plan indicates a population growth of approximately 7000 persons between 2011 and 2032. The plan indicates we need 8000 plus houses to accommodate this. The plan appears not to have surveyed the current average occupancy per dwelling. Suggest that this is somewhere around 2 persons per dwelling, say 4000 houses as a bit of a cushion and not the 8000 being planned.	More evidence is required as to potential population growth and average house occupancy. This should DIRECTLY correlate to housing numbers.	The 7,000 figure referred to in the representation relates to the 75+ age group only. The Strategic Housing Market Assessment sets out the relationship between population and household growth. The latest SHMA document takes into account the 2014 Sub National Population and Sub National Household projections. It explains that these are "starting points" (hence not "end-points") and are capable of refinement based on a review of the assumptions upon which they are based. See SHMA addendum 3 available at http://www.wyre.gov.uk/downloads/file/4226/wyre_addendum_3_oan_update_september_2017
0860/P/05/C	Matthew Nunn	Spatial Portrait and Key Issues Para. 2.3.3	N	The council accurately recognises the ageing population and demographic changes but shows no policy or ideas to directly address the issue, building more houses in small villages, like Inskip, will not address this primary growth demand i.e. housing for the elderly. Inskip has no services or transport links at hand that will be effective for elderly residents.	The council needs to properly address the aging demographic and the reality that it is a bubble that will pass through the system, as they suggest by 2031 there will be a 20% drop in the number of people in their 40s.	Policy HP2 of the Local Plan addresses the issue of mix and need to address the needs of an ageing population. However, as explained in the Plan, there is also a strategic need for housing to retain and attract younger households. There is nothing to suggest that the residential allocation at Inskip, which has a primary school, is unsuitable to a range of households.
0051/P/02/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Spatial Portrait and Key Issues, Para. 2.4.4	N	Although Para 2.4.4 recognises a shortage of smaller properties in Wyre, no attempt is made to look at why this is the case, or indeed how the problem is to be remedied. The problem needs to be fully recognised and a solution put in place.	It is important that the following are documented and consideration is given to required policy changes. a) Fylde Coast SHMA Para 5.33 – Average household size has decreased from 2.29 to 2.24 between 2001 and 2011. It is also noted that SHMA Para 5.34 recognises that households in Wyre are becoming smaller at a faster rate than seen nationally. An assessment of future expectation would be of benefit to the Draft Local Plan. b) Fylde Coast SHMA Para 4.44 – Property sizes in Wyre increased from 5.38 to 5.59 rooms between 2001 and 2011. Given the decreasing average household size over the same period this is an anomaly that should be addressed in the Draft Local Plan. Developers can not be allowed to continue to dictate what is built – that too, should be evidence based. c) Fylde Coast SHMA Para 4.41 – as of 2011, the average number of bedrooms per household in Wyre was 2.75, and importantly the proportion of under-occupied households was 78.4%. Although the information indicates a need to re-balance the housing stock in terms of the number of rooms / bedrooms, an analysis of required floor space within the Spatial Portrait would also be welcome to ensure developers are providing adequate floor space.	Para. 2.4.4 of the spatial portrait acknowledges the shortage of smaller properties in Wyre and references the evidence for this in the form of the Strategic Housing Market Assessment. The need to retain and attract younger households and appropriately affordable properties is recognised as a key issue and is recognised to be implicitly linked to the lack of smaller properties. This is followed through into the vision and objectives through into policy HP2 on housing mix through which the council can negotiate for an appropriate mix of properties. However the council are unable to insist that a developer builds to a pre-determined mix of properties. The council does not monitor floor space and as such no analysis is available. There is no policy basis for requiring minimum or specific levels of floorspace.
0860/P/04/C	Matthew Nunn	Spatial Portrait and Key Issues Para. 2.4.5	N	Rather than developing more building plots and building on greenfield sites for housing the council should be concentrating on efforts to manage the housing stock more effectively and housing people who need to be housed in the houses that currently stand empty.	No comment made.	Wyre has a very low vacancy rate (0.4%) compared to 1.4% for Lancashire and 1.2% for the North West and 0.8% for England. As of October 2016 this equated to 228 dwellings. The vast majority of the stock is in private ownership over which the council has limited management capability in terms of addressing the relatively small number of long term vacant properties (i.e. those vacant for 6 months or more).
0051/P/03/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Spatial Portrait and Key Issues Para. 2.5.6 & 2.5.9	N	Although Para 2.5.9 recognises Wyre as a net exporter of labour, it probably underestimates the issue and doesn't sufficiently recognise the problems this causes. There appears to be no mention of wage levels, a factor in the high commute figure. Para 2.5.6 recognises that Fleetwood Port has ceased to operate yet there is no recognition of the closure of the Norcross site. Para 2.5.9 should probably be updated to reflect the huge loss of jobs at the Norcross site (many since the 2011 census). Although this section is more about recognising economy issues, somewhere in the plan it must deal with why Wyre has such a high commute percentage. Given this is a Key Issue, one would expect this to be dealt with in Para 2.9. In turn the policies need to deal with the problems the high commute creates and attempt to reverse the upward commute trend. At the moment the daily commute is causing congestion, and at times gridlock, which in turn is a disincentive for employers to locate on the Fylde Coast, which then results in yet more commuting.	None	Local Plan does not have to address commuting patterns. It is acknowledged that the residence-based earnings are greater than the workplace-based earnings in Wyre. The Local Plan has allocated employment land within the three employment sub areas which provides employment opportunities throughout the borough. Residents when travelling to work do not acknowledge administrative boundaries. Fylde Coast is a single housing and economic area (with Blackpool and Fylde Council). It is acknowledged that Wyre residents travel outside the borough to work elsewhere, with the main destination being surrounding authorities of Blackpool, Fylde, Preston and Lancaster. Highways evidence provided by Lancashire County Council considers the nature and capacity of the local network and considers that the highway can support some additional dwellings from February 2017 over and above that committed. The loss of jobs at the Norcross site has been considered in the Employment Land study. The former Norcross site is proposed in the Local Plan for housing (SA1/11). Fleetwood Port is a designated Port that remains strategically important.
1023/P/01/GC	Fleetwood Civic Society	Spatial Portrait and Key Issues Para. 2.6.1	n/a	Pleased that the council recognise the significance of Morecambe Bay for tourism and leisure. The area is subject to several designations and it is important that bathing water and beach standards remain high.	None	Noted
0407/P/03/C	Lesley Dodgson	Spatial Portrait and Key Issues Para. 2.6.2	N	Figure 2.6 - What is BHS? Biological Heritage Sites which is shown for our village and area. How does this affect the number of houses that are proposed for Forton? Surely, this should help to reduce the number and be taken into serious consideration as should the environmental issues.	None.	The Biological Heritage Sites are not in the immediate vicinity of Hollins Land or Forton and have no impact on the number of dwellings proposed. Policy CDM4 provides protection for environmental assets, including Biological Heritage Sites.
0072/P/08/C	Thornton Action Group (TAG)	Spatial Portrait and Key Issues Para. 2.6.13	N	Air quality is measured in certain locations, however it is not examined in the Local Plan. At present, there is no measurements of air quality on Fleetwood Road through Thornton – a route used by too many HGVs and close to two primary schools. There must be a policy on monitoring air pollution in Wyre and addressing the growing problem, which will impact health.	Needs to be a clear policy on tackling the issue of air quality.	The monitoring of air pollution is an environmental health matter. Policy CDM1 Environmental Protection addresses air quality issues associated with new development, including the need for mitigation measures where appropriate.
0127/P/01/GC	Ashley Cutts	Spatial Portrait and Key Issues 2.8 Infrastructure	n/a	The roads are in a poor state and there are lack of junctions to the M6 motorway within the borough. There needs to be a junction between Broughton and Galgate (brock area) to alleviate congestion on the A6 and open up east Wyre to business development. This would help address the demand for employment sites in the Garstang/Catterall area. Plans to by-pass Little Singleton and alleviate congestion along the A585 is scheduled for 2022. In the meantime, the road is operating at or beyond capacity and further development will exacerbate these issues. Therefore, there should be no new developments in the Thornton and Poulton areas until the planned by-pass is completed.	See summary.	The allocations made in Thornton and elsewhere are informed by highway evidence provided by Lancashire County Council. This evidence takes into account the current road network and planned improvements. In relation to the M6 and new junction, is the subject of a statement of common ground between the council, Highways England and Lancashire County Council as part of the Local Plan evidence base. This concludes that delivering a new motorway junction off the M6 is not feasible or achievable within the Plan period.

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0659/P/05/C	Inskip with Sowerby Parish Council	Spatial Portrait and Key Issues 2.8 - Infrastructure	N	The highways evidence supports a limit to the additional number of dwellings at Inskip and St. Michaels of 200 based on highways constraints, specifically the additional highways load at local motorway junctions. However no consideration is given to the highways load on the rural lanes generated by the additional dwellings. In the case of Inskip specific consideration should be given to the main route out of Inskip towards the north, which is Pinfold Lane, a narrow "moss lane" with deep ditches and sharp right-angled turns totally unsuited to heavy vehicles or to high volumes of traffic. There are regular accidents currently and doubling the size of the village can only make the risk of serious road traffic accidents significantly worse. Unsound: The Plan is not justified as the highways evidence does not encompass constraints on rural lanes.	The Highways Evidence needs to be re-visited taking into account the poor state of the rural lanes, and the number of additional dwellings allocated at Inskip and St. Michaels needs to be re-visited accordingly.	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/02/C	Joanne Griffiths	Spatial Portrait and Key Issues 2.8 - Infrastructure	N	No consideration is made with regards to the additional traffic along rural lanes generated by the additional dwellings. This is particularly true for Pinfold Lane in Inskip which is narrow with ditches and blind corners not suitable for large vehicles or to high volumes of traffic. Regular accidents occur along this route and doubling the village size will increase these risks. The plan is not justified as the highway evidence does not encompass constraints on rural lanes.	Re-visit the highway evidence to take account of the poor state of rural lanes and number of dwellings allocated to St Michaels and Inskip re-visited accordingly.	See council response to representations regarding SA1/13 Inskip Extension.
0138/P/04/C	Katherine Threlkeld	Spatial Portrait and Key Issues Para 2.8.2	N	This section infers that a new by-pass via Singleton will solve the traffic congestion problems on the A585 with the proposed increased housing in this local plan together with a plan for a road that ultimately only provides in the main another single carriageway to the main motorways makes this plan fundamentally flawed.	None	Para 2.8.2 sets out committed highways improvements to the Little Singleton junction on the A585(T). This highway improvement will resolve this pinch point. The council has had ongoing discussions with the highway authority (Highway England and Lancashire County Council) as part of developing its highways evidence. The IDP sets out further highway improvement works that are necessary to deliver the growth set out in the Local Plan. Further ongoing discussions will be necessary regarding Victoria Roundabout.
0995/P/04/C	Inskip Residents' Action Group	Spatial Portrait and Key Issues Para. 2.8.3	N	Refers to para 2.8.3 and existing local highways network, however sources listed at key evidence base documents at end of section 2.8 only refers to more strategic highways network within and adjoining borough not the local roads. In reference to 2017 LCC highways report – this does not undertake a local assessment of constraints on rural areas. Report sets a cap of 200 dwellings combined for Inskip and St. Michaels but only based on strategic highways constraints and in particular at motorway junctions. This is in conflict with NPPF para 162 – NPPF does not distinguish between strategic network and local roads. Highways authority has been in effect to ignore local traffic. Highways assessment for sustainability for Inskip route appears to be lacking. Lanes around Inskip will struggle with commuting, existing lanes are narrow. Development should be close to jobs to reduce commutes, and close to more sustainable settlements which have local services and facilities. Inskip allocation not aligned with section 4 of NPPF. Refers to NPPF para 34 and 36 – impact on local road network arising from development has not been assessed. Pinfold lane is narrow and mainly provides access for local farms. Land unsuitable for HGV/high volume of traffic. Highway safety concerns. Not justified when considered against reasonable alternatives – set against local highway safety on rural roads. Not effective – not based on effective planning of infrastructure for local highway network, especially in rural areas. Not consistent with national planning policy – no joint planning of transport/highway infrastructure.	Further highways evidence to be assessed to assess local road network, their condition, alignment, camber and other physical features near to large potential development site. Delete Inskip Extension SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0860/P/06/C	Matthew Nunn	Spatial Portrait and Key Issues Para. 2.8.7	N	With respect to SA1/13 Inskip Extension, no reasonable expectation that Inskip village can sustain another 200 houses without adding significant traffic issues both in the local area and on the Boroughs main trunk roads. Para 2.5.9, 2.8.1, 2.8.2, 2.8.3, 2.8.7 and 2.9.3 of the plan and many statements in the sustainability appraisal suggest that the result of an Inskip extension would simply create a commuter suburb creating large commutes which is counterproductive to the stated aims of this plan and the NPPF.	Jobs should be created closer to housing areas or vice versa.	See council response to representations regarding SA1/13 Inskip Extension.
0051/P/04/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Spatial Portrait and Key Issues 2.9 Key Issues & Challenges	N	As with the issue of commuting, the fact that a number of places do not meet targets for open space should be mentioned.	Para 2.9.12 recognises the role Green Infrastructure plays in ensuring communities are healthy yet neglects to mention the under provision of Public Open Space that exists. This needs to be included with mention given to those places that have an under provision e.g. Thornton Cleveleys, Fleetwood, and Poulton.	Some deficiencies in the types of open space exist within some settlements within the borough. New development can offer the opportunities to provided new open space in settlements. Minor Modification: Insert further text that recognises that there are some deficiencies in Green Infrastructure provision.
0051/P/05/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Spatial Portrait and Key Issues 2.9 Key Issues & Challenges	N	Transport infrastructure and accessibility is key for the Local Plan yet no mention is made to the lack of a rail / light railway link between Poulton, Thornton, and Fleetwood. Fleetwood being the largest town in Britain without a railway station.	This is a key issue and it needs to be recognised and acted upon. Poor access to the North Fylde is seen as a major reason for the lack of jobs within Wyre (46%+ of workers have to commute out). Reinstating the link would improve the employment situation in Wyre, help to reduce the very high commute figure of 46%, and by doing so, help to reduce road congestion.	The lack of current rail connectivity north of Poulton is acknowledged, although there are public transport (bus) options allowing residents of Thornotn and Fleetwood to access the train station at Poulton. There is also the option of accessing the national rail network at Blackpool via the bus and tram network. Propose that a reference to this is added to the Spatial Portrait that more clearly recognises the position regarding the currently disused line from Poulton-le-Fylde to Fleetwood. Modification: Insert additional wording in spatial portrait and Key Issues and Challenges regarding rail provision.
0407/P/04/C	Lesley Dodgson	Spatial Portrait and Key Issues Para. 2.9.4	N	Insufficient employability locally, which results in many commuting to work with social, monetary and environmental effects and affects the character of Forton. Little mention of brownfield site utilisation which should be used instead of agricultural land.	None	It is acknowledged that residents in smaller settlements in Wyre will access employment outside the particular settlement. There are employment opportunities along the A6 and Lancaster and Preston beyond. To support the local economy, the Local Plan makes provision for 43 hectares of employment land across the borough, this includes the allocation of 3.92ha of land within the rural area. The SA3/4 Forton Extension is a mixed use site that includes provision of 1ha of employment land to provide opportunities for rural employment. Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4).
0072/P/06/C	Thornton Action Group (TAG)	Spatial Portrait and Key Issues Para. 2.9.5	N	Land needs to be allocated to cater for necessary school expansions and the building of new schools that are required for the 4138 planned dwellings across the Fleetwood, Thornton-Poulton (FTP) area. The proposal for Lamb's Road states the development should make land available for a new primary school. However, there is no identification of where this school might be located within the Local Plan. The same proposal refers to a Master Plan covering the whole of the site agreed by the LPA prior to granting planning permission for any part of the site. Yet planning permission for the first 160 houses has already been given with no Master Plan formulated. Thus, the Local Plan contradicts what Wyre Council has already permitted.	The provision of additional schools and other services to cater for proposed developments must be assessed and land allocated within the Local Plan.	The precise location of the school at Lambs Road is a matter of detail to be agreed and determined with any future developer. With regards to the existing permission, the council has to address planning applications as they arise and are not able to "halt" the process of determination. In this case the application referred to pre-dates the Publication Draft Local Plan.
0072/P/07/C	Thornton Action Group (TAG)	Spatial Portrait and Key Issues Para. 2.9.5	N	The LP does not include any transport survey that identifies potential traffic problems and measures to counteract increases in traffic flows. Even in the case of Lamb's Road, where it is recognised that a new road will be needed but there is no indication of where this may be sited along with access points.	A Traffic Impact Assessment needs to be carried out so that traffic flows can be predicted and necessary road improvements made; including sources of funding.	Allocations have been informed by highways evidence produced by Lancashire County Council. The highway evidence identifies a need for a new road to access allocation SA1/2 owing to restrictions on the current road network. The precise line of the road is a detailed matter for consideration by the parties involved. Policy CDMP6 Accessibility and Transport addresses matters relating to the impact of development on the highway and makes provision for appropriate works to mitigate any adverse impacts.

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0407/P/05/C	Lesley Dodgson	Spatial Portrait and Key Issues Para. 2.9.7	N	There are insufficient bungalows for older residents to downsize to. The proposed large dwellings of 4/5 bedrooms will spoil the area as they are out of keeping with the current housing and are to be located across from cottages listed as Grade 2 buildings. Developments like SA1/15 are resulting in areas such as Hollins Lane and Forton becoming urbanised, losing its identity as a small rural development. Therefore, it should be considered as a RURAL CENTRE as is proposed for Great Eccleston so that the council should provide (through S106) new healthcare, shopping and sports facilities.	See summary.	The local plan seeks to ensure that developments produce a mix of house types through policy HP2. However the allocations at Hollins Lane are for sites that already have a planning permission or where permission is awaiting the signing of a S106 agreement. The matters of heritage impact has been addressed through the relevant planning applications and found to be negligible owing to the relative position of the listed buildings in relation to the site (it is noted that the listed cottages are further along Hollins Lane and not in the immediate vicinity of SA1/15). The council has recognised the need for additional services and facilities by making the provision of additional school, retail and community provision a requirement of SA3/4 at Forton. However the settlement of Hollins Lane is not considered to be of a sufficient scale to be designated as a "rural centre" within the settlement hierarchy.
0072/P/05/C	Thornton Action Group (TAG)	Spatial Portrait and Key Issues Para. 2.9.12	N	The Local Plan is unsound because it doesn't address Green Infrastructure (GI) as a vital land use requirement. The GI Strategy (GIS) was designed to guide the Local Plan so that a strategy would be implemented. However, this is only briefly mentioned in the Local Plan, and nowhere has it been used to justify the provision of Open Spaces. Within the GI several areas are highlighted where needs of society are not being met (pg.16 Fig.8) which is not reflected in the Local Plan. Hence, to be sustainable, the Local Plan needs to set out where public open spaces will be provided in relation to proposed housing developments. There also needs to be inclusion of whether or not the Open Space Standards are being met as currently the plan contains vague statements that are not quantified. Further, the GIS identifies a lack of trees/woodland and a need for green corridors and appropriate buffers (e.g. coastal and countryside) that are not considered in the LP.	Clearer policy relating to GI needs to be established: 1. To designate and justify which green spaces are needed – size, location and use, which reflect the Open Space Standards set out on pg. 66 of the LP. 2. Areas of woodland, green corridors and buffer zones around environmentally sensitive areas. 3. Stronger policies.	It is not the role of the Local Plan to establish Green Infrastructure Strategy per se - in fact the Local Plan evidence base contains the council's Green Infrastructure Strategy. It is also not the role of the Local Plan to retro-fit Green Infrastructure into the existing built area. The role of the Plan is to manage development and in this regard contains clear policies to protect Green Infrastructure and to require the provision of Green Infrastructure within new developments where appropriate. The Key Development Considerations identified for each allocation make clear the need for a landscape and green infrastructure framework, including tree planting. Matters of deficits in provision are fully identified in the Wyre Open Space Audit and Needs Assessment and as such it is not necessary to repeat this in the Local Plan.
0051/P/06/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Vision and Objectives	N	The Vision Statements and the Objectives are inextricably linked to our ability to improve transport connectivity. Yet little if any evidence of that happening. A fundamental review of a required road structure is required including an A585 bypass that actually meets the M55, and also at the possibility of a Northern exit from the peninsula to the A6 / M6. A northern exit road would make the A588 a much safer road and improve links to Lancaster etc. There is little evidence that the A585 by-pass will benefit Thornton Cleveleys & Fleetwood, yet still more housing allocations. The Highways consultation report even states that "The remit of the scheme was to address the congestion problems between Windy Harbour and Skippool". With regard to rail, there is no mention of a Vision to re-open the Poulton to Fleetwood rail line. This is despite the Sustainability Assessment Report saying "Opportunities where possible should be encouraged to reinstate railway lines, particularly the disused line from Poulton to Fleetwood."	Without rail and road improvements many of the Vision Statements are a work of fantasy.	The highways evidence provided by Highways England (2016) and Lancashire County Council (2017) considers the nature of the local and strategic road network. This has considered transport interventions to the highway network. Within the urban peninsula, in addition to committed schemes that include the Little Singleton Bypass, interventions include the Poulton Mitigation Strategy and A585 changes as promoted by Highways England. The delivery of the intervention maximises the level of development that can be accommodated. The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. This has included discussions with Highways England and Network Rail. The provision of a new junction on the M6 between junction 32 and 33 in the Garstang area has been considered. This is set out in the Housing Background Paper. In relation to the rail line between Poulton and Fleetwood, the opportunity to re-establish the rail link has been explored as part of the Local Plan however there are significant barriers to restoring regular main line rail services on the 'Burn Naze' branch. Policy CDMP6 (1 (j)) protects the disused railway line between Poulton and Fleetwood. The railway line is identified on the Local Plan Policies map however at present there are no viable plans to re-open the line within the Plan period and as such it would be inappropriate to include a reference to the line in the Vision.
0051/P/07/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Vision and Objectives	N	Given the acknowledged shortfall in open space across the Borough it is clear a vision statement, and a set of goals need to be introduced, to actively seek a resolution to this issue (and the consequences of not having sufficient open space, e.g. lack of active forms of leisure, obesity, health problems etc.). Although the draft Local Plan is silent with regard to meeting Open Space Targets, what is actually being said is that the Council is content that by 2031, they will still have a shortfall of Public Open Space in many towns and villages. That cannot be allowed to remain the case.	Meeting Public Open Space targets for each Ward and Town should be the goal, with Policies introduced to actually ensure this happens (inside or outside of the Local Plan, it's irrelevant which).	The council through the Local Plan is able to support the development of new public open space either "freestanding" or as part of a residential development where planning permission is required. The Local Plan evidence base includes a Green Infrastructure Strategy and Playing Pitch Strategy. The Local Plan is part of the implementation framework of both documents, however their full implementation - including any local targets - requires the cooperation of a number of different organisations. This is a matter for Wyre council as a corporate body and its partners and goes beyond the parameters of the Local Plan.
0344/P/01/C	Historic England	Vision and Objectives	N	Paragraph 156 of the NPPF requires local authorities to set out their strategic priorities for the area covered by the Local Plan. There is an expectation that included within them should be the conservation and enhancement of the historic environment, including landscape. In this regard, the current draft Local Plan, taken as a whole, fails to demonstrate that the council regards the historic environment as a strategic priority. The Local Plan Vision statement informs that heritage assets will 'generally' be retained, implying that from the outset the council is anticipating and accepting losses. Objective 7 makes reference to protecting the borough's heritage assets by pursuing high quality design which respects their setting/context, but remains silent with regard to safeguarding the inherent significance of those heritage assets. Both fall short of conveying the message that conservation of the historic environment is an integral component of the future success of the borough and a priority for the council. The historic environment can do much to help achieve other plan objectives, and there is much that the delivery of success in other policy areas can do to assist with heritage conservation. No recognition in the plan itself that these cross-cutting opportunities exist, and consequently none are taken.	Revised wording to Objective 7 - to read - "To conserve, and where appropriate, enhance Wyre's rich historic environment by requiring all development to safeguard the significance of all designated and non-designated heritage assets."	Policy SPI refers to 'growth within environmental limits', 'minimising or eliminating net environmental impact' and lists 'environmental protection and enhancement' as one of the areas which shape the development strategy. The term 'environment' includes also the historic environment as well as the natural environment. Policy SP2 (6) refers to the protection and enhancement of cultural heritage as being part of sustainable development. It is not accepted that the Council through its Local Plan fails to have regards to the Historic Environment. Policy CDMP5 relates specifically to the historic environment and further demonstrates the importance that the Council places not the Borough's historic heritage. The Local Plan read as a whole conveys the message that conservation of the historic environment is an integral component of the Local Plan Strategy. The vision statement albeit ambitious is also realistic. The word 'generally' relate to not only nature sites and historic assets but also 'green infrastructure' which is a wide terms. The vision does not imply that the Council is anticipating and accepting losses. Policy CDMP5 section 1 states that the Councils overall objective in relation to the historic environment is for heritage assets to be protected, conserved and where appropriate enhanced. The suggested wording for objective 7 is not appropriate as it is more akin to policy wording. The current objective appropriately and sufficiently cover the historic environment.
0395/P/06/C	CPRE Lancashire	Vision and Objectives	N	1. CPRE Lancashire is supportive of the vision which focuses on delivering sustainable growth – balancing environmental, social and economic considerations, and specific mention of the rural environment being high quality and respecting the diverse distinctiveness of local character across the Borough. Affordable housing is very important as is the rural economy in terms of agriculture and tourism, linked to the heritage and physical assets. 2. Para.3.2.8 is important to the CPRE Lancashire purpose, we suggest further wording is incorporated. 3. We also suggest that the objectives give more prominence to the sustainable development principles as in the future climate change will have particular impact on the Wyre area, due to increased flooding, which is already a major constraint, as well as the capacity of the existing highways.	Suggest wording modifications to para 3.2.8: we suggest the following wording is incorporated, "Important nature sites, heritage assets and the green infrastructure will be retained and enhanced, any losses due to exceptional circumstances will be fully mitigated and/or compensated. New and enhanced areas of public open space, nature space, habitats and trees will be provided as part of new development consents. The special qualities of the Forest of Bowland Area of Outstanding Natural Beauty will continue to be protected for the benefit of communities within and visitors."	Comments are noted. The purpose of the vision is the set out the aspirations for the borough with detailed policies, such as CDMP4 Environmental Assets setting out the policy framework. The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. Thus the Plan needs to be read as a whole. The objectives should be read as a whole. The council considers the objectives to sufficiently refer to sustainable development principals include responding to climate change (objective 8); flood risk (objective 11) and infrastructure (objective 5).
0645/P/02/GC	Nether Wyresdale Parish Council	Vision and Objectives	n/a	Support the principle of sustainable development and assumes that as well as promoting appropriate physical development this concept seeks to sustain the function and quality of the environment taken as a whole e.g. landscape protection and nature conservation. In this regard the overriding Vision and Objectives (VO) of the Plan (Para. 3.4) is supported.	None	Noted
0931/P/03/C	Robert Griffiths	Vision and Objectives	N	Refers to paragraph 3.4.1. The Plan is not positively prepared as it does not take into account the need to ensure the sustainability of rural communities.	The objective "to ensure the sustainability of rural communities and ensure a diverse and resilient rural community whilst maintaining the essential character of rural settlements" should be re-instated at Para. 3.4.1 as an objective of the Wyre Local Plan.	The objectives set out in the Publication Draft Local Plan have been drafted to have universal relevance across the borough rather than to specifically reference particular areas of the borough. The council considers that this is a sound approach.

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0956/P/06/C	J Townley Ltd	Vision and Objectives	N	Refers to the vision statement (Section 3.2). The overarching aim is to promote sustainable growth balancing environmental, social and economic considerations and create sustainable communities in both urban and rural Wyre. Objectives are set out to facilitate this, in particular Objective 3. Such principles can be linked to the presumption in favour of sustainable development at the heart of the NPPF which has been reflected within Policy SP2. Refers to Paragraph 4.1.1. The principles of sustainable development are supported; however, in order to deliver the vision and objectives, it will be important for sufficient allocations in sustainable locations to be made now to ensure the right developments come forward at the right time to support sustainable patterns of development. This is particularly pertinent given the unmet housing need set out with the draft Local Plan documents. Further sites should be identified within the Local Plan to ensure the aspiration sought by the vision for the plan can be provided for.	Furthermore, whilst sustainable development is considered a 'golden thread' in developing the Local Plan (see Paragraph 4.1.2), the absence of the term from the plans vision would render the plan unsound as to whether it has been positively prepared.	As explained in the housing background paper, allocations have been made within the context of the available evidence particularly that relating to highway capacity and flood risk. The fact that constraints on the delivery of housing such that the full objectively assessed need cannot be met does not invalidate the vision or objectives. It is the council's view that allocations have been made that support and promote sustainable development.
0860/P/05a/C	Matthew Nunn	Vision Para. 3.2.2	N	The council accurately recognises the ageing population and demographic changes but shows no policy or ideas to directly address the issue, building more houses in small villages, like Inskip, will not address this primary growth demand i.e. housing for the elderly. Inskip has no services or transport link at hand that will be effective for elderly residents.	The council needs to address properly the aging demographic and the reality that it is a bubble that will pass through the system, as they suggest by 2031 there will be a 20% drop in the number of people in their 40s.	Policy HP2 of the Local Plan addresses the issue of mix and need to address the needs of an ageing population. However, as explained in the Plan, there is also a strategic need for housing to retain and attract younger households. There is nothing to suggest that the residential allocation at Inskip, which has a primary school, is unsuitable to a range of households.
0937/P/01/C	Bourne Leisure	Vision Para. 3.2.5	N	Bourne Leisure supports the visitor economy. However, there is a perceived difference between the visitor economy and the tourism economy, in that visitors tend to be seen "day-trippers", whereas tourists are those who stay overnight or for a longer holiday period. As drafted, the vision does not provide clear support for the tourism economy, despite evidence demonstrating its importance in generating expenditure, attracting investment and creating jobs. Bourne Leisure therefore considers that draft paragraph 3.2.5 does not meet the "justified" test of soundness.	In order to reflect evidence that sets out the importance of the overnight tourism industry to Wyre and thereby fulfil the "justified" test of soundness, Bourne Leisure requests that draft paragraph 3.2.5 is amended as follows: <i>"The <u>tourism and visitor economy</u> is are key economic sectors across the Borough supported by Wyre's <u>diverse and enhanced natural and man-made assets</u> including the coastline, seafront promenades, heritage assets, the Rivers Wyre, Calder and Brock, the Lancaster canal, the Forest of Bowland AONB and rural villages. Wyre is a key attraction on the Fylde Coast complementing the visitor offer at Blackpool."</i> (proposed amendments underlined)	Agree to insert tourism into the vision wording. Minor Modification: Insert wording in vision to refer to visitor economy and tourism.
0675/P/01/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Vision Para. 3.2.8	N	There is no clear statement that the Local Plan's vision is for an area with enhanced biodiversity and improved ecological networks. This lacks landscape-scale thinking, so is not in conformity with the NPPF (refers to paragraphs 9 and 109).	See summary.	Para. 3.2.8 clearly sets out a Vision for the protection and enhancement of the natural environment, including habitats and green infrastructure. This is carried forward in terms of implementation into policy SP2 - Sustainable Development and policy CDMP4 - Environmental Assets both of which are designed to protect and enhance biodiversity in line with the NPPF.
0407/P/06/C	Lesley Dodgson	Vision Para. 3.2.13	N	3.2.13 – I do not agree with this statement when farmland is being used and places like Garstang are losing its character/uniqueness due to large housing developments, especially when there is no accompanying infrastructure. Farmland should be used as a last resort once brownfield land is exhausted. Given Brexit and potential future wars, we need to grow more of our own food to avoid starvation. Moreover, loss of farming land will destroy livelihoods and affect young people who want to go into farming.	None.	Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4). It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). Garstang is a sustainable location and it is consistent with the local plan strategy that development takes place within the settlement.
0894/P/04/C	Julia Mills	Vision Para. 3.2.13	N	How does tenant farmers being evicted ensure farming is a dominant characteristic (as stated in para 3.2.13). These farms form of the characteristic of Inskip and open aspect of neighbourhood. We will not retain character; replace wildlife with concrete and farms who produce milk etc. with fast food vendors. We need diversity in NW to attract tourism, a source of funding which will outweigh contributions from developers.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension. Farming will remain a dominant characteristic of the rural area over the plan period.
0808/P/02/GC	Story Homes	Vision	N	Vision broadly supported but it is questionable how the Local Plan as currently drafted will provide for this. The Local Plan does not seek to meet its identified housing need, and will not meet any shortages in housing delivery in the short term. The restrictive approach to growth in Poulton-le-Fylde will threaten its role within the Borough as a vibrant town. New housing growth identified for the town through the Local Plan is minimal and below that required to support the continued vitality and vibrancy of existing shops, services and community facilities. Insufficient housing will fail to provide for required mix of housing types, size, and tenures to meet existing and future housing need.	The full objectively assessed housing needs of Wyre should be planned for, with any shortfall addressed within the following five year period.	For matters relating to the housing shortfall see the council's response to representations regarding the OHAN and housing supply. The Publication Draft Local Plan allocates under policy SA1 land for 954 dwellings in Poulton-le-Fylde (excluding sites already under construction). There is no evidence that this scale of development threatens the role of Poulton-le-Fylde as a "vibrant" town.
0944/P/01/C	Applethwaite Ltd	Vision	Y	Supports the Vision that Wyre will be a desirable place to live that provides a range of quality market and affordable homes to meet identified needs and aspirations. Also supports the vision for Poulton-le-Fylde as a vibrant town serving new high-quality housing areas.	None	Noted
0953/P/01/C	Telereal Trillium	Vision	Y	Telereal Trillium supports the Vision, that by 2031, Wyre will be a desirable place to live that provides a range of quality market and affordable homes to meet identified needs and aspirations, and provides choice in terms of the type, size and tenure of housing, including homes and specialist accommodation for older people, and new housing to help retain and attract new households and young families. Telereal Trillium also supports the vision for Cleveleys and Thornton to continue developing as vibrant towns serving new high-quality housing areas.	The proposed text of the Local Plan Vision and Objectives 1 and 3 can therefore be improved by rewording them to make clear that housing delivery and economic growth must be aligned to create a successful economy and labour market. And, that the Council must do all it can to meet its objectively assessed housing needs in full within its area and meet the Government expectation of significantly boosting housing supply, by making sufficient land available of the right type and in the right places, and ensuring the most effective and beneficial use is made of land in terms of housing mix and density, and relative to infrastructure capacity and improvements.	The Vision and objectives appropriately reference the importance of economic growth (see for example Vision paragraphs. 3.2.3 to 3.2.6 and objective 1), the need for a wide choice of quality homes that retain and attract young families (Vision paragraph 3.2.2 and objective 3) - important for creating a sustainable economy (para. 2.9.6), and the need to co-ordinate growth with infrastructure improvements (Vision para. 3.2.7 and objectives 5 and 6). As explained in the housing background paper, allocations have been made within the context of the available evidence particularly that relating to highway capacity and flood risk. The fact that constraints on the delivery of housing such that the full objectively assessed need cannot be met does not invalidate the vision or objectives.

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0968/P/02/C	Cabus Consortium	Vision	N	Do not consider that the Vision can be met as 1) the council cannot meet the objectively assessed needs in full 2) undue weight given to highway constraints ahead of social or economic objectives 3) under delivery of growth for Garstang compared to its capacity for growth.	Meet the OAN in full and deliver increased housing development in Garstang as a sustainable location.	The Local Plan is based on a sound evidence base that indicates a significant highway constraint such that the council is unable to meet the full objectively assessed need for housing. This does not invalidate the Plan Vision which is written with this knowledge in mind. It is accepted that Garstang is a sustainable location and as such it attracts significant allocations within the limits of the highway capacity.
0510/P/01/GC	Save Our Scorton Residents' Association	Objectives	n/a	Concerned that tourism objective suggested at issues and Options stage not taken up and indeed all references to the tourism/visitor economy have been removed. Disappointing and undermines plan policies that will fulfil this legitimate planning objective.	Suggested objective: To safeguard and grow Wyre's tourism/visitor economy by the careful and sustainable management of all its leisure assets and the creation of a distinct high quality offer across its wide range of coastal, urban and rural attractions.	The importance of the visitor economy and the assets that support it is recognised in the Local Plan Vision at para. 3.2.5. However the council propose to add a specific reference to "tourism" to make explicit the council's support for tourism within the broader visitor economy. The importance of the AONB and other aspects of the natural and historic environment is also recognised in para. 3.2.8 of the Vision. The objectives support tourism development (objective 1) and also those natural and historic aspects of the environment that support the visitor/tourism economy but also provide value for existing residents (objective 7). The Local Plan is not in itself a tourism strategy and it is the council's view that the current Vision and Objectives appropriately set a framework for the support of tourism-related uses within the context of protecting those aspects of the natural and human environment that visitors, tourists and residents value. Minor Modification: Add tourism to para. 3.2.5 of the Plan Vision.
0645/P/03/GC	Nether Wyresdale Parish Council	Objectives	n/a	Support Objective 5 which states that new development should be supported by essential infrastructure.	None	Noted
0645/P/04/GC	Nether Wyresdale Parish Council	Objectives	n/a	Support Objective 6 in respect of the essential nature of appropriate connectivity between community services, employment and housing. This connectivity should include the appropriateness and suitability of highway network connectivity which is an essential aspect of accessibility and sustainability - wording change suggested to address this point. This is particularly important since the Plan states that its spatial framework and distribution of development has been conditioned to a large degree by highway constraints in certain locations and potential improvements in other locations to support some development.	Extend objective 6 (or add as a new qualifying criterion) to include reference to the necessity for new development to have adequate and environmentally appropriate highway connectivity to the relevant network.	The matters referred to in the representation are addressed by policy SP7 - Infrastructure Provision and Developer Contributions and CDMP6 Accessibility and Transport.
0645/P/05/GC	Nether Wyresdale Parish Council	Objectives	n/a	Support Objective 8 which protects the identity of individual settlements. In view of the proposals for considerable land releases within the broad area the character, identity and setting of other settlements within an open landscape setting is equally important and should be recognised more fully in the Plan. It is recommended that criteria be extended to refer to the need to protect the identity and character of settlements by preventing inappropriate coalescence. If the Council chooses to retain objective 8 in its present form, the suggested inclusion should be referenced in the text and policies of the Core Development Management Policies.	Extend objective 8 to refer to the need to protect the identity and character of settlements by preventing inappropriate coalescence.	Policy SP1 identifies those settlements where specific protection from coalescence is considered necessary. This is consistent with objective 8.
0645/P/06/GC	Nether Wyresdale Parish Council	Objectives	n/a	Objective 7 references the protection of Wyre's natural and heritage assets. This broad objective is fully supported. However, the emphasis within the text tends to suggest that the thrust here is one of protection through 'high quality design'. Whilst seeking high quality design is an admirable objective there is concern that the emphasis should equally be explicit with respect to the protection and enhancement of environmental 'natural' assets in their present form for their inherent value, outside the context of high quality design related to new development.	Amend to refer to the protection of environmental assets, both built and natural including the inherent quality of the rural environment (including designated landscapes, areas of nature conservation and the diverse character of the broader countryside.)	The council will make a minor modification to clarify that the protection and enhancement of natural and heritage assets is not only to be progressed through high quality design. Minor Modification: Amend objective 7 as above.
0675/P/02/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Objectives	N	Refers to Objective 7. This objective misses an opportunity to take a more landscape-scale approach to the natural environment, mentioning specifically objectives to enhance biodiversity and improve ecological networks. Consequently, it is not in conformity with the NPPF (refers to paragraphs 9 and 109).	See summary	The objectives are all encompassing, reference to natural assets includes biodiversity and ecological networks.
0808/P/03/C	Story Homes	Objectives	N	The Council should, in its decision-making process, apply additional weight to proposals which would support the delivery of the objectives of the Local Plan.	It is the council's view that the objectives are comprehensive and relevant to the issues faced by the borough and the local plan policy response. The weight given to the local plan and its different aspects will be considered by decisions makers at the appropriate time, taking into account relevant material considerations.	None
0894/P/05/C	Julia Mills	Objectives	N	Reasons not fulfilling objective 7. Current houses being built do not improve character. They are bog standard uniform new modern design houses, inadequate for two people which I imagine why take up is slow and discounts already applied. How will developers sell more houses? The current homes along Preston Road are detached with character and quoted on Create Homes website 'surrounded by quaint countryside and nestled surrounding a 150-year-old Ash Tree'. The current 27 homes being developed ruin this statement. What will 200+ do? Inskip is steeped in history, which will be lost to housing. Therefore Wyre BC is not fulfilling objective 8 to protect identity of individual settlements. No plans for similar housing. Maybe too costly and profit comes first before maintaining character. Wyre BC responsibility to protect and maintain village character and this questions the soundness of the plan.	Object to the allocation of SA1/13.	The matter of the design existing scheme cannot be addressed by the Local Plan as it is now under construction and was approved before the Publication Draft Local Plan was published. The Local Plan through the Key Development Consideration (3) within allocation policy SA1/13 addresses design matters in relation to the allocation at Inskip. Policy CDMP3 addresses general design matters.
0937/P/02/C	Bourne Leisure	Objectives	N	Refers to Objective 7. The Objective does not provide sufficient protection for the amenity of sensitive receptors, such as residents, visitors, tourists and businesses from any adverse impacts of development. Refers to NPPF, paragraph 7, bullet point 4 that planning should "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings". The "occupants" of land and buildings must include tourists staying in Wyre. The NPPF also states at paragraph 9 that pursuing sustainable development includes "improving the conditions in which people live, work, travel and take leisure". Draft Objective 7 refers to protecting and enhancing Wyre's amenity in general rather than specifying those sensitive receptors that should be considered when assessing development proposals. Bourne Leisure therefore considers that, as drafted, this objective does not comply with the "consistent with national policy" test of soundness.	In order to provide adequate protection for the amenity of sensitive receptors, Bourne Leisure considers that a new objective should be added to the Draft Local Plan, as follows: "To protect and enhance the amenity of residents, visitors, tourists and businesses against any adverse impacts of development." Bourne Leisure considers that this addition would provide compliance with the "consistent with national policy" test of soundness for Draft Objective 7, as it provides specific protection for sensitive receptors.	It is considered unnecessary to specify individual receptors such as visitors and tourist as the policy applies to the protection and enhancement of amenity for all.
0937/P/07/C	Bourne Leisure	Objectives	Y	Bourne Leisure endorses the support for tourism development within draft Objective 1. The Company considers that this objective is based on proportionate evidence showing the importance of the tourism industry to the local economy and so fulfils the "justified" test of soundness	None	Noted

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0944/P/02/C	Applethwaite Ltd	Objectives	Y	As a specialist developer of high-quality market bungalow developments in villages and market towns in the rural parts of Lancashire, as well as providing family housing, Applethwaite supports the objectives of the Local Plan and particularly Objective 3, and can help to ensure that the needs, requirements and aspirations of retired households and older people can be right by providing the right type of specialist housing in the right locations in Wyre.	None	Noted
0953/P/02/C	Telereal Trillium	Objectives	Y	Telereal Trillium supports the objectives of the Local Plan and particularly the need for a suitable and sufficient quality housing offer to be delivered, to support and facilitate investment, job creation and sustainable economic growth in Wyre. New housing of the right type and in the right locations, is essential to supporting new and existing business growth, and especially the provision of skilled and specialist labour to support the delivery of the Hillhouse Technology Enterprise Zone.	The proposed text of the Local Plan Vision and Objectives 1 and 3 can therefore be improved by rewording them to make clear that housing delivery and economic growth must be aligned to create a successful economy and labour market. And, that the Council must do all it can to meet its objectively assessed housing needs in full within its area and meet the Government expectation of significantly boosting housing supply, by making sufficient land available of the right type and in the right places, and ensuring the most effective and beneficial use is made of land in terms of housing mix and density, and relative to infrastructure capacity and improvements.	Matters relating to the OAN are addressed in the council's response to the Objectively Assessed Housing Needs and housing supply. The Site Allocations Background Paper describes the process of identifying sites suitable for allocation. It explains that allocations are limited by reference to highway evidence that imposes a cap on residential development owing to constraints on the highway network. As such the suggested wording change is unnecessary.
0959/P/03/C	Joanne Griffiths	Objectives	N	Strategic objective No. 12 (June 2015) has been eliminated entirely in the updated Local Plan Issues and Options document and as a result comments made by the Parish Council have been rejected. Therefore, the plan is not positively prepared as it does not consider the sustainability of rural communities.	Objective No.12 should be reinstated at Para. 3.4.1 within the Local Plan.	The objectives refer to all areas within the borough and the objectives should be read as a whole.
0968/P/03/C	Cabus Consortium	Objectives	N	Question how effective the policies of the Local Plan will be in achieving these objectives, particularly in relation to economic growth, housing need and delivery and town centre vitality.	The Council should, in its decision-making process, apply additional weight to proposals which would support the delivery of the objectives of the Local Plan.	It is the council's view that the objectives are comprehensive and relevant to the issues faced by the borough and the local plan policy response. The weight given to the local plan and its different aspects will be considered by decisions makers at the appropriate time, taking into account relevant material considerations.
0995/P/05/C	Inskip Residents' Action Group	Objectives	N	Issues & Options included objective 12 to "ensure the sustainability of rural communities and ensure a diverse and resilient rural community" – object to this not being included in the Publication draft. Refers to NPPF para 17 and the 12 principles which include reference to different roles and character. No Publication objectives refer to community, countryside or village which disregards the rural area. The limited employment opportunities in Inskip are low paid. Housing under construction can only be afforded by households who commute to better paid work outside of Inskip. Nearest secondary school 6 miles away and will become under pressure from development sites in wider area. Doctors under pressure, will have to refuse patients from new homes. Local Plan produced by LPA who does not care for its own rural areas. Should not impose urban solutions on rural areas. Not Positively prepared as fails to take account of different roles and character of its rural areas. Not justified as needs to consider impact of large housing estate development on rural communities. Not consistent with national planning policy as does not recognise different roles of the countryside and rural areas.	Insert following objective "to ensure the sustainability of rural communities and ensure a diverse and resilient rural community whilst maintaining the essential character of rural settlements".	The objectives refer to all areas within the borough and the objectives should be read as a whole. See council response to representations regarding SA1/13 Inskip Extension.
0659/P/06/C	Inskip with Sowerby Parish Council	Objectives Para. 3.4.1	N	The objectives listed bear little resemblance to the Strategic Objectives presented in the earlier "Wyre Local Plan Issues and Options" in June 2015 other than that both offer 12 objectives. In particular Strategic Objective No. 12 from the earlier June 2015 document, namely "to ensure the sustainability of rural communities and ensure a diverse and resilient rural community" has been eliminated entirely. The Inskip with-Sowerby Parish Council proposal at the time was that this objective should be enhanced by appending an additional clause reading "whilst maintaining the essential character of rural settlements" – but this was apparently rejected. Unsound: The Plan is not positively prepared as it does not take into account the need to ensure the sustainability of rural communities.	The objective "to ensure the sustainability of rural communities and ensure a diverse and resilient rural community whilst maintaining the essential character of rural settlements" should be re-instated at Para. 3.4.1 as an objective of the Wyre Local Plan.	The objectives set out in the Publication Draft Local Plan have been drafted to have universal relevance across the borough rather than to specifically reference particular areas of the borough. The council considers that this is a sound approach and that the policies of the plan and allocations where relevant take proper account of the nature of rural settlements.
1015/P/05/C	Philip James	Objectives Para. 3.4.1	N	The plan does not consider the need to ensure the sustainability of rural communities.	None stated.	The objectives refer to all areas within the borough and the objectives should be read as a whole. The council considers the objectives to sufficiently refer to sustainable development principals include responding to climate change (objective 8); flood risk (objective 11) and infrastructure (objective 5).
0051/P/08/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Local Plan Strategy	N	No joined up strategy to tackle :- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion No strategy to tackle the under provision of Public Open Space Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion	The council have put in place a clear strategy for addressing the issues mentioned, including employment allocations, the protection of existing employment locations and residential allocations the development of which is linked to highway improvements, themselves identified as a result of capacity limitations within the highway network. The Local Plan is based on a Green Infrastructure evidence base that includes a Green Infrastructure Strategy and a Playing Pitch Strategy, the implementation of which requires action beyond the remit of the local planning authority.
0127/P/02/GC	Ashley Cutts	Local Plan Strategy	n/a	This section states the objectively assessed need (OAN) for housing has been assessed at 479 dwellings per year over the plan period. The figure is based on an employment need of 59 hectares, later revised to 43 hectares as a result of reduced job forecast. However, the OAN has not been changed to reflect this. Moreover, the plan indicates that due to flood and highways constraints only 411 per year is capable of being achieved. Further, the Department for Communities and Local Government are recommending a standardised method for calculating housing need. Using their method, they have arrived at a figure of 313 dwellings per year.	Reduce the OAHN.	For matters relating to the OAN please see the council's response to matters concerning the objectively assessed housing need and housing supply. The DCLG paper is a consultation document and currently has no weight in terms of establishing a housing requirement for the borough.

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0363/P/03/C	Taylor Wimpey UK	Local Plan Strategy	N	TW objects to the Council not planning to meet its OAHN in full and its failure to maximise the delivery of development within sustainable locations. TW acknowledges that the Council's evidence base indicates that parts of the Borough are constrained in terms of highways capacity and flood risk. However, the evidence base does not demonstrate that the Council's OAHN cannot be accommodated elsewhere in sustainable settlements (Appendix 2 traffic and transport note for Land at Cockerham Road, Garstang). TW is aware that the Council has sought to engage with neighbouring authorities (Blackpool and Fylde) to ascertain whether its unmet housing need can be accommodated outside of the administrative area (See: Fylde Local Plan EIP Inspector response attached). The UK is in the midst of a housing crisis and needs to deliver 300,000 new homes a year in order to meet growing demand. Therefore, the Local Plan is not positively prepared or effective and needs to be amended to comply with the tests of soundness. The failure to plan for meeting the OAHN that exists now conflicts with the objective of the Framework to 'boost significantly' the supply of housing. There is a need to allocate additional land for development to assist in meeting the OAHN in full. TW's wider site at Cockerham Road, Garstang as set out in the appended Development Statement, is achievable and deliverable, and would provide a range of social, economic and environmental benefits. The Council has acknowledged this by allocating part of the site for residential development. It is therefore requested that the remainder of the land at Cockerham Road, which is deliverable and has no technical or environmental constraints, is included within Site SA1/16 and allocated for residential development.	None	See council response to representations regarding OAHN and housing supply. The highways evidence provided by Lancashire County Council considers the nature of the local network and sets a highway cap for the level of development throughout the borough. Where other constraints do not exist, the Local Plan has allocated development sites up to the highway cap. The representor promotes Land at Cockerham Road, Garstang. This site is allocation SA1/16 in the Local Plan. The representor promotes an extension to the site. The residual area was considered as a reasonable alternative option through the site allocations background paper. The site allocation background paper sets out that the councils contact with the relevant landowners has, for the most part, not yielded support for the potential allocation, with one owner expressly not supporting its development and the land is therefore not available.
0395/P/07/C	CPRE Lancashire	Local Plan Strategy	N	1. CPRE Lancashire is pleased to observe a settlement hierarchy being proposed, with Fleetwood, Cleveleys and Poulton-le-Fylde located within the urban peninsula and Garstang located in the eastern part of the borough on the A6 identified as the four key centres. 2. CPRE Lancashire is an advocate urban concentration because it is more sustainable per capita due to maximising the value of strategic and local infrastructure and related reduced journey lengths between different uses. It should also help direct new investment to revitalise the urban areas identified in the Publication Draft Local Plan as suffering the most acute deprivation, and support brownfield land to be reused in advance of our beloved greenfields. 3. In terms of the three options, we would suggest a hybrid of Option 1 and 3. We would object to urban sprawl along the A6. We wish urban concentration and then the settlement hierarchy to ensure a proportionate distribution of housing growth. Smaller rural settlements need a modest level of growth to enable local people to live near their families, but not so much as to ruin rural character.	None	The option taken forward in the Local Plan is a hybrid of the three options considered in the Issues and Options 2015. Local Plan para 4.1.11 explains that there is only one strategy possible within the constraints. In a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular settlement would not be defensible where the council is unable to meet its objectively assessed need for housing. The Local Plan does take account of the different roles and character of different areas and there are policies in the Local Plan that seek to protect that. There is also a policy that seeks to protect the intrinsic character of the countryside. The Local Plan must also respond to the need to accommodate development in the Borough.
0645/P/07/GC	Nether Wyresdale Parish Council	Local Plan Strategy	n/a	In view of the overall constraints within the Borough as set out in the Plan, taking account of the three 'options' as set out in the 2015 Issues and Options Report, the overall development strategy as proposed, is supported. It is considered that within the supporting text, however, it should be explicit that for development to be acceptable it should meet all of the three tests of sustainability – economic, environmental and social. Suggested wording change would give a more balanced approach to development management since a major objective of the plan is to restrict development - apart from exceptional circumstances – for the purposes of nature conservation, landscape protection, agricultural productivity, coastline protection and to take account of other limiting factors such as flood risk.	Within the Local Plan Strategy, Chapter 4, the reference to 'sustainable development can be approved wherever possible' should be re-phrased to the effect that development will be approved where in doing so it is considered sustainable having had regard to the provisions of the plan taken as a whole.	Para. 4.1.23 of the Publication Draft Local Plan establishes the need to consider the Plan's policies as a whole. This includes policy SP1 that establishes the development strategy and SP2 that establishes the presumption in favour of sustainable development. As such is considered that the suggested amendment does not materially improve the content of the Plan.
0883/P/03/C	James Smith	Local Plan Strategy	N	NPPF states that housing should be on brownfield sites. The Plan uses prime farming land. Has Wyre's brownfield quote been met? How can we find such information? Consultation only 6 weeks after 3 years of development of the plan. Unacceptable treatment of the Inskip community in order to limit/minimise chances of opposition/alteration. No plan to show how to adopt, improve antiquated, agricultural highway infrastructure.	Clear information on brownfield sites and usage in terms of new development. Clearly laid out plan on how infrastructure will be adapted/improved to accommodate influx of traffic from potentially 20,000 new residents in the borough and more specifically for additional 1,000+ residents in Inskip.	See council response to representations regarding SA1/13 Inskip Extension.
0941/P/02/C	Gladman Development	Local Plan Strategy	N	The OAN process is set out in the Framework principally in S14, S47, S152 and S159 and should be systematic and transparent to ensure that the plan is robust. The Framework outlines factors that should be included in a SHMA and identifies the full housing need before the Council consider undertaking any process of assessing the ability to deliver this figure. Assessment of housing need and demand within a SHMA must also consider falling household formation rates, net inward migration, the need to address the under provision of housing from the previous LP period, the results of the Census 2011, housing vacancy rates, economic factors including growth and a falling working age population, and the need to deliver affordable housing. Footnote 9 of the Framework sets out the types of policies that the government consider to be restrictive. Although not exhaustive, it is clear that local landscape designations, intrinsic value of the countryside, the character of areas, green gaps etc. are not specifically mentioned as constraints by the Framework. Whilst a 5% uplift has been included in response to market signals, the SHMA indicates an annual need for 134 affordable homes in Wyre over the next five years and 189 dwelling annually beyond this period. Historic affordable housing delivery in Wyre has been significantly below the level identified in the latest Addendum. It is our consideration that a marginal 5% uplift does not appear to go far enough to address affordability issues in the borough. Gladman consider that based on the evidence contained in Addendum 3, the Council should be seeking to support the forecasted jobs growth scenario of 513 dwellings per annum. Indeed, it is important that the Council does not underestimate its future growth aspirations. In seeking to deliver the jobs growth scenario figure, this would also assist the Council in increasing affordable housing delivery to meet identified needs. The proposed standardised methodology for calculating OAN for housing is currently subject to an ongoing consultation and therefore remains uncertain whether any changes will be implemented. Accordingly, only limited weight can be given to the standardised OAN methodology until the outcome of the current consultation is known. Notwithstanding this, we therefore reserve the right to comment upon the standardised methodology when greater clarity is provided.	None	See council response to representations regarding OAHN and housing supply. The SHMA is based on current guidance and covers all matters in the guidance. There was no under provision in the previous plan period set against the Regional Strategy. In relation to 5% uplift, this is covered by para 5.45 – 5.58 in Wyre Addendum 3: OAN update.
0675/P/03/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Local Plan Strategy Para 4.1.5	N	The reference to GI (Green Infrastructure) omits biodiversity and ecological networks. That is not in conformity with the NPPF, which states that the planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes...; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible... including by establishing coherent ecological networks that are more resilient to current and future pressures' The emphases are ours	See summary	Policy CDMP4 includes reference to ecological networks and that they will be protected, enhanced and managed to establish and preserve functional networks. Reference to be added to para 4.1.5 to refer to ecological networks. Minor Modification: Provide reference to ecological networks in para 4.1.5

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0659/P/07/C	Inskip with Sowerby Parish Council	Local Plan Strategy Para. 4.1.6	N	Objectively Assessed Housing Need (OAHN) is stated to be an annual figure of 479 dwellings or 9580 dwellings over the local plan period 2011-2031 – however the Department for Communities and Local Government “Planning for the right homes in the right places: consultation proposals” September 2017 identifies the Wyre indicative assessment of housing need at 313 dwellings per annum, a significantly lower value than either the OAHN or the number of dwelling declared within the Local Plan (411). Unsound: The Plan is not justified and not consistent with national planning policy as it is based on an inappropriate and excessive Objectively Assessed Housing Need (OAHN).	It is recommended that the Local Plan is amended to reflect the lower figure emerging from government of 313 dwelling per annum as a revised OAHN.	See council response to representations regarding SA1/13 Inskip Extension.
0926/P/03/C	David Roberts	Local Plan Strategy Para. 4.1.6	N	The local plan appears to have been driven strictly by the concept of OAHN and has not given appropriate weighting to other constraints such as local flood risk and areas of outstanding natural beauty (18% of total area).	The Local Plan should acknowledge the constraints outlined previously (which exist within the borough) as the scale of development over the period threatens these issues and areas.	The NPPF requires councils to “boost significantly the supply of housing” (para. 47). The highway evidence provided by Lancashire County Council considers the nature of the local network and sets a highway cap for the level of development for each highway catchment. Where other constraints do not exist, the Local Plan has allocated development sites up to the highway cap. The Local Plan has considered flood risk constraints through a level 1 and level 2 Strategic Flood Risk Assessment (SFRA). The local plan does not make any site allocations in the Forest of Bowland Area of Outstanding Natural Beauty.
0931/P/04/C	Robert Griffiths	Local Plan Strategy Para. 4.1.6	N	The OAHN stated (479 dwellings per annum) is a significantly higher value identified in the DCLG “Planning for the right homes in the right places: consultation proposals” which identifies an indicative assessment of housing need at 313 dwellings per annum. The Plan is not justified and not consistent with national planning policy as it is based on an inappropriate and excessive OAHN.	It is recommended that the Local Plan is amended to reflect the lower figure emerging from government of 313 dwelling per annum as a revised OAHN.	The government’s document “Planning for the right homes in the right places” is a consultation document on identifying local housing need. The methodology and the actual figure may change before the document is finalised and published. The transitional arrangements within the document itself advise that Local Plans which will be submitted before 31 March 2018 should continue on the basis of the current figures. As such the Council is unable to give any weight to the draft document as a basis for the Local Plan. The OAN figure is based on a robust methodology which itself follows current Government guidance. This is set out in the Strategic Housing Market Assessment and Addendums 1, 2, and 3.
0959/P/04/C	Joanne Griffiths	Local Plan Strategy Para. 4.1.6	N	The plan is not justified and not consistent with NPP as it is based on an inappropriate and excessive OAHN. The Wyre indicative assessment of housing needs and the government’s consultation proposals from September 2017 are not consistent with the numbers presented in the OAHN.	Amend the plan to reflect the lower figure of 313 dwellings proposed in the government’s consultation.	See council response to representations regarding OAHN and housing supply
0995/P/06/C	Inskip Residents’ Action Group	Local Plan Strategy Para. 4.1.6	N	Local Plan identifies housing requirement of 411pa (factoring in constraints) compared to 323pa proposed in national methodology published September 2017. WBC assessment range is 400 – 479pa, this clearly overestimate the annual requirement and a fundamental review is needed of the methodology WBC have used before any site allocations can be assessed. Not positively prepared – substantially overestimated number of homes required. Turley 2017 report should be withdrawn and replaced by national figures. Not justified – overall housing strategy not soundly based. Not consistent with national planning policy – housing figures not based on national guidance.	Withdraw housing evidence and Publication draft and update to reflect Government revised figures for Wyre of 313pa as a revised OAN. All site allocations reviewed to reflect this.	See council response to representations regarding the OAHN and housing supply and SA1/13 Inskip Extension.
1015/P/06/C	Philip James	Local Plan Strategy Para. 4.1.6	N	DCLGs Planning for the right homes in the right places: consultation proposals” suggests Wyre’s housing need is 313 dwellings per annum significantly lower than those declared in either the OAHN (479) or the Local Plan (411). Therefore, not consistent with the NPPF and the figure should be amended accordingly.	None stated.	See the council’s response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0659/P/08/C	Inskip with Sowerby Parish Council	Local Plan Strategy Para. 4.1.11	N	The strategy in the Local Plan for spatial distribution of housing is described as one of dispersal. In reality however the demand for additional dwellings is to be found in the main population centres close to employment opportunities rather than in small rural communities. The dispersal strategy is predicated upon highways constraints on access to the main urban settlements located on a peninsula west of the River Wyre. These highways constraints can be resolved through investment in highways upgrades such as those proposed for the A585 trunk road, the Mains Lane by-pass for example, allowing development to be focused in more appropriate locations, places where the demand for new housing is stronger. The evidence supporting the highways constraints needs to be challenged and solutions found. As a result the spatial distribution presented in the Local Plan is fundamentally unsound. Resolution of the highways constraints allows more effective exploitation of brownfield sites on the Wyre Peninsula that would otherwise be under utilised, allow more development closer to employment opportunities, and, in conjunction with the emerging reduced housing needs requirements (see comments on Para. 4.1.16, above), alleviate the requirement to dump housing development in the rural areas where there is in reality little demand for additional housing. Unsound: The Plan is not positively prepared, not justified, and not effective as highways constraints within the main population centres need to be challenged and overcome.	Detail needs to be provided to justify the Highways evidence prepared by LCC and Highways England and how this leads to the recommended dispersal strategy to housing development. This evidence needs to be challenged and solutions found that allow development to be focused in more appropriate locations, including existing brownfield sites, Places where the demand for new housing is stronger.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/05/C	Robert Griffiths	Local Plan Strategy Para. 4.1.11	N	The strategy for distribution of housing is described as dispersal. The demand for additional housing is generally near employment opportunities where population is higher, not in a rural setting, i.e. Inskip. Road access is a major constraint which deters those who want to live in the village. Resolution of the highways constraints allows more effective exploitation of brownfield sites on the Wyre Peninsula and development closer to employment opportunities and not in the rural areas where there is little demand for additional housing. The Plan is not positively prepared, not justified, and not effective as highways constraints within the main population centres need to be challenged and overcome	Detail needs to be provided to justify the Highways evidence prepared by LCC and Highways England and how this leads to the recommended dispersal strategy to housing development. This evidence needs to be challenged and solutions found that allow development to be focused in more appropriate locations, including existing brownfield sites, places where the demand for new housing is stronger.	The evidence provided by Lancashire County Council identifies the need for improvements within the Wyre peninsula and the A6 as well as improvements outside of the borough. At page 103 the evidence states that constraints persist even with the delivery of a range of improvements, including within the urban peninsula and A6 corridor (Barton to Garstang). It is the council’s view that the local plan strategy is appropriate given the scale of housing need suggested by the Strategic Housing Market Assessment and the constraints apparent in meeting that need. Other matters raised are addressed in the council’s response to representations regarding SA1/13 Inskip Extension.
0959/P/05/C	Joanne Griffiths	Local Plan Strategy Para. 4.1.11	N	(WBC notes the response is in relation to Inskip) The dispersal approach taken by WBC is not effective as demand is higher in main population centres close to employment opportunities and causes problems along road networks. Highways constraints can be resolved by investing in highways upgrades such as those proposed for the A585 trunk road, allowing development to be focused in more appropriate locations where demand is higher. Resolution of highways constraints allows more effective exploitation of brownfield sites that would otherwise be underutilised and eradicate dump housing developments in rural areas where demand is low.	Challenge the LCC and Highways dispersal approach so that development can be focused in more appropriate locations.	See council response to representations regarding SA1/13 Inskip Extension.

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0995/P/07/C	Inskip Residents' Action Group	Local Plan Strategy Para. 4.1.11	N	Para 4.1.11 states plan for housing is dispersal. The Inskip allocation is not dispersal but targeting land held by development companies and based on LCC highway constraints and Environment Agency. Evidence has unduly influenced the spatial distribution, more weight needed to be given to other factors including the three aspects of sustainable development, different roles and character and national planning guidance criteria. LCC Highways evidence is limited to strategic highways network. Environment Agency flood Zone is a useful indicator but in reality the majority of Fylde area is liable to flooding and the flood zones could change. Higher concentration of development should be in the urban north where services, facilities and jobs exists with land releases in small rural villages as a last resort. Infrastructure constraints in urban areas should be overcome through Infrastructure Delivery Plan. Demand for new housing in Inskip is limited, slow occupation of recently built houses in Inskip. Not positively prepared – spatial distribution is inconsistent with sustainable development principles. Not justified – reasonable alternatives are available to the sporadic development in Inskip. Not effective – no transparent attempts to find more sustainable solutions with adjoining authorities. Not consistent with national planning policy – in terms of spatial distribution of development concerning sustainability and linking infrastructure with development.	Revise spatial distribution of development and withdraw dispersal strategy for housing. To be reassessed based on sustainability criteria, linking infrastructure and development planning as per national guidance. Supporting evidence is partial and biased in favour of limiting development in the west. New housing can regenerate towns and larger villages in north, including on brownfield sites.	See council response to representations regarding SA1/13 Inskip Extension.
1015/P/07/C	Philip James	Local Plan Strategy Para. 4.1.11	N	The demand for housing is to be found in the main population centres close to employment opportunities rather than small rural communities. Further, the highways constraints related to the Coastal Peninsula can be resolved. The removal of highways constraints would allow the development of brownfield land where homes and employment opportunities could exist in close proximity. In addition, this would protect valuable high quality agricultural land needed post-Brexit.	None stated.	See council response to representations regarding SA1/13 Inskip Extension. The Local Plan maximises development opportunities in higher order settlements up to the highways cap, including maximising previously developed land.
0510/P/02/C	Save Our Scorton Residents' Association	Local Plan Strategy Para. 4.1.13	N	Concerned that as the council cannot meet its objectively assessed need, the reliance on highway evidence to determine the scale and distribution of housing development is vulnerable to challenge by applicants. Evidence for limiting housing development in settlements needs to be robust and comprehensive. For Scorton whilst the reasoning behind the highway evidence is endorsed, there is concern that this may not be supported by the highway authority at the application stage (example given of concerns regarding a proposed development of 31 houses in the village). Supporting text in the Plan and evidence base should ensure that that the refusal of development proposals can be robustly justified at application and appeal by explicit consideration of the full range of considerations that justify this judgment. Concerned that the Plan as currently drafted does not do this and notwithstanding the welcome proposal for nil development in Scorton, it is not considered to be sound in this respect.	See summary.	Evidence provided by Lancashire County Council indicates that development would not be supported in Scorton due to the physical nature of the local road network within the context of overall capacity constraints. The council do not agree, however, that notwithstanding this constraint that there should be in effect a moratorium on development in Scorton due to its role as a hub of tourism activity or other characteristics including position of part of the village within the AONB. These facts do not in themselves preclude appropriate development in terms of scale and design.
0659/P/09/C	Inskip with Sowerby Parish Council	Local Plan Strategy Para. 4.1.15	N	In the Wyre Local Plan Evidence Base document Settlement Study, August 2016 Inskip, the largest of five settlements within the Parish of Inskip-with-Sowerby (population 455), is defined in Table 2 as a Small Rural Settlement – as also is St. Michaels (population 405), which appears to be grouped with Inskip in the Local Plan. Likewise the nearest neighbouring village to Inskip, Elswick in the Borough of Fylde (population approx. 1000), though somewhat larger than Inskip and with more infrastructure facilities, is treated as a Small Rural Settlement in the Fylde Local Plan. The Wyre Local Plan now treats Inskip as a Main Rural Settlement rather than as Small Rural Settlement. There is no consistency between the treatment of the neighbouring villages of Inskip, St. Michaels, and Elswick, to the severe detriment of Inskip. The basis for treating Inskip as a Main Rural Settlement is not made clear in the Settlement Study or elsewhere in the Local Plan or evidence base. Unsound: The Plan is not positively prepared and the elevation of Inskip into a Main Rural Settlement despite the fact that it has less infrastructure to support expansion than neighbouring settlements such as St. Michaels and Elswick that remain Small Rural Settlements is not justified.	It is recommended that the Wyre Local Plan is amended to treat Inskip as a small rural settlement.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/06/C	Robert Griffiths	Local Plan Strategy Para. 4.1.15	N	Wyre Local Plan Evidence Base document Settlement Study, August 2016 identifies Inskip (population 455) as a Small Rural Settlement. Elswick in the Borough of Fylde (population approx. 1000), though somewhat larger than Inskip and with more infrastructure facilities, is treated as a Small Rural Settlement in the Fylde Local Plan. The Wyre Local Plan considers Inskip as a Main Rural Settlement rather than as Small Rural Settlement. There is no consistency between the treatment of the neighbouring villages and the basis for treating Inskip as a Main Rural Settlement is not made clear in the Settlement Study or elsewhere in the Local Plan or evidence base.	The Plan is not positively prepared and the elevation of Inskip into a Main Rural Settlement despite the fact that it has less infrastructure to support expansion than neighbouring settlements such as St. Michaels and Elswick that remain Small Rural Settlements is not justified. It is recommended that the Wyre Local Plan is amended to treat Inskip as a small rural settlement.	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/06/C	Joanne Griffiths	Local Plan Strategy Para. 4.1.15	N	WBC treats Inskip as a Major Rural Development rather than a Small Rural Settlement which is not consistent with other settlements in the area. The basis for Inskip being classified as a MRD is not made clear in the Settlement study, Local Plan or evidence base particularly as it has less infrastructure to support expansion when compared to other areas.	Treat Inskip as a Small Rural Settlement	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/08/C	Inskip Residents' Action Group	Local Plan Strategy Para. 4.1.15	N	Refers to para 4.1.15 - settlement hierarchy based upon role of places, reflecting services and facilities and accessibility. Hierarchy has influenced site selection where possible – residents do not accept this. Local Plan proposes new hierarchy not reflecting existing, appears to be retro-fitting to the site allocations. In August 2016 Inskip was identified as small rural settlement. The Publication draft now identifies it as a main rural settlement – no evidence to explain improvement in services, facilities and accessibility within the last year. Allocations should be based on existing hierarchy not on a new hierarchy that reflects proposed development. Site allocations may not occur and using hypothetical hierarchy is misleading. St Michaels elevated to higher order settlement but does not allocate any land. Settlements in adjoining authorities have more potential to be sustainable than Inskip e.g. Elswick. Closer on-going co-operation with FBC is needed to bring Elswick forward as an alternative to Inskip. Not positively prepared – settlement hierarchy based on proposed housing allocations rather than 2016 hierarchy. Inskip not sustainable. Not justified – upgrading Inskips position in hierarchy but no infrastructure improvements. Not effective – more effective work with FBC may result in development in Elswick. Not consistent with national planning policy – fails to recognise different roles and character of different areas.	Amend to reflect 2016 designation (of Inskip) as a small rural settlement.	See council response to representations regarding SA1/13 Inskip Extension.
1015/P/08/C	Philip James	Local Plan Strategy Para. 4.1.15	N	The basis for listing Inskip as a Major Rural Settlement (within Wyre Local Plan) rather than a Small Rural Settlement is not clear given inconsistencies in facilities when compared with other areas of the MRS classification.	See summary.,	See council response to representations regarding SA1/13 Inskip Extension.

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0051/P/09/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	Local Plan Strategy Para. 4.1.18	N	References para. 4.1.18 and development in Fleetwood, Cleveleys and Thornton. No joined up strategy to tackle :- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0659/P/10/C	Inskip with Sowerby Parish Council	Local Plan Strategy Para. 4.1.18	N	Inequitable distribution of growth that does not reflect the dispersed option from the 2015 Issues and Options document. Impossible to represent the growth of the core Inskip settlement from 236 dwellings in 2016 up to 518 by the completion of the Wyre Local Plan period in 2031 – a 120% increase – as a moderate scale of development, it can only be described as a massively disproportionate and unsustainable scale of development. Nor can it be represented as equitable when compared with neighbouring settlements. The "Wyre Local Plan Issues and Options" in June 2015 stated at Para. 6.27 that "the release of site on the edge of all rural settlements would need to be carefully considered to ensure that the expansion of these settlements is not disproportionate and does not have an unacceptable impact on the character of rural areas". The proposed expansion of Inskip fails these criteria. In response to the earlier "Wyre Local Plan Issues and Options" the Inskip-with-Sowerby Parish Council advised that any expansion of the core Inskip settlement be restricted to approximately 50 additional dwellings. The moderate expansion of the housing stock at Inskip proposed by the Parish Council reflects the infrastructure deficit at Inskip and reflects public opinion. There are already two unpopular housing estates being developed or in the pipeline at Inskip and the initial results of a survey carried out in response to the publication of the Local Plan indicates that 73% of all households in the Inskip settlement positively oppose any further development (the majority of the remainder of households did not respond either way). Unsound: The Plan is not positively prepared and not justified as the scale of development proposed at Inskip is massively disproportionate and inequitable. The allocation of the housing quota of 200 new dwellings to be shared between Inskip and St. Michael with Inskip being allocated 200 new dwellings whilst St. Michaels is allocated no new dwellings is inequitable and unjustifiable.	It is recommended that the Local Plan is amended to reflect a moderate scale of extension to the core Inskip settlement as proposed in the earlier "Wyre Local Plan Issues and Options" in June 2015, adding no more than 50 additional dwellings to the current and approved housing stock.	See council response to representations regarding SA1/13 Inskip Extension.
0895/P/03/C	Paul Desborough	Local Plan Strategy Para. 4.1.18	N	Refers to the Table of residential development at para. 4.1.18. NPPF clause 69 states the local authorities should aim to involve all sections of the community in the development of local plans and in planning decisions. Original view of Wyre was to allocate land to the south of Preston Road. Residents not consulted on the switch to the north. Object to the 200 houses proposed - will be a blister on the north end of the village. 82 houses have planning permission or are under construction - will add 35% to the settlement. Addition of 200 houses would be a massive 120% increase. Being pushed by the landowner not pulled by objectively assessed local need. Will fundamentally alter the character and nature of the settlement. Acknowledged in the Draft Local Plan which changes Inskip from a small rural settlement to a main rural settlement. Existing commitments already enough given lack of demand, adequate local roads, jobs and services. many residents move to the village its quiet rural character. In a poll 74% of the core village indicated that they do not support more housing development. SP1 states that new development is required to be of an appropriate type and scale to the character of the settlement.	Unsound - fails NPPF clause 69. SA1/13 should be withdrawn.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/09/C	Inskip Residents' Action Group	Local Plan Strategy Para. 4.1.18	N	Issues and Options – Inskip's worst case scenario was moderate development. Publication draft is total opposite of that, no local consultation or knowledge of this until spring 2017. This is against how Local Plan should be prepared set out by Government. Development is disproportionate to current size – 8 times more than its "fair share" based upon existing population, 30 units would be its "fair share". Will double housing stock. LCC highways states the additional 200 dwellings could be split between Inskip and St. Michaels but none proposed in St. Michaels in the Local Plan. Refers to para 6.27 Issues and Options – ensure expansion of edge of rural settlements is not disproportionate or impact rural area character, the Inskip allocation fails both test. Allocation should be spread around village rather than in one sector – may have less impact on character. 200 dwellings will destroy character, charm and aspect. Loss of good agricultural land. Inskip has few amenities, is remote – not an attractive place to live. No demand for new houses under construction. Not positively prepared – not sustainably located, options at Elswick not explored or land allocated at St Michaels. Not justified – scale at Inskip is disproportionate and inequitable. Not effective – Plan not deliverable, poor demand for housing in Inskip. Not consistent with national policy – loss of BMV agricultural land.	Modified to reflect more moderate scale of extension to accord with Issues and Options. No more than 82 dwelling already approved. Delete further proposals for 200 homes.	See council response to representations regarding SA1/13 Inskip Extension.
1015/P/09/C	Philip James	Local Plan Strategy Para. 4.1.18	N	Disproportionately high number of proposed dwellings (3.4% of the borough allocated to Inskip) which will swell the local population. Plans to follow the third option (as opposed to the first two) from the Wyre Local Plan Issues and Options document are flawed. Para. 6.2.7 relates to the expansion of rural settlements being carefully considered to ensure that the expansion of these settlements are not disproportionately impactful. However, the Inskip extension of 200 dwellings on prime agricultural land is not in accordance with this.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0344/P/02/C	Historic England	Strategic Policies	N	Local Plans should include strategic policies to conserve and enhance the historic environment of the area (paragraph 156) and to guide how the presumption in favour of sustainable development should be applied locally (paragraph 15). Such policies need to be clearly identified as strategic otherwise they risk being overridden by Neighbourhood Plan policies which are only required to be in general conformity with the strategic policies of the Local Plan (paragraphs 12 and 185). If the policies delivering heritage conservation may be overridden then the plan cannot be confidently predicted to deliver development needs sustainably throughout the plan period. The plan contains both Strategic Policies and Core Development Management Policies. Although the protection of cultural heritage is signposted in Policy SP2(6): Sustainable Development, substantive policy guidance concerning the historic environment is only to be found in the latter.	Policies to conserve the historic environment of the borough should be clearly identified as strategic.	Policies SP1 and SP2 cover the historic environment as advised in NPPF Paragraph 156. Strategic policies by their very nature will not be detailed.
0344/P/03/C	Historic England	Strategic Policies	N	The draft Local Plan contains no clear or concerted commitments to action that could reasonably be regarded as positive and pro-active. The plan fails to recognise or articulate the extent to which the cultural heritage of the borough might assist in the delivery of other plan objectives and fails to embrace the extent to which other areas of planning can likewise benefit the historic environment. Consequently the plan as a whole fails to amount to a positive strategy as envisioned by NPPF paragraphs 9 and 126.	See summary.	The Local Plan adopts a positive approach in relation to the historic environment. Their linkages to the historic environment in the vision, objectives, Policies SP1 and SP2 and Policy CDMPS. Policy SP2 in line with NPPF paragraph 9 recognises the link between sustainable development and seeking improvements to cultural (historic) heritage. This is further amplified in Policy CDMPS which sets a positive approach in line with NPPF paragraph 126.

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0664/P/09/C	George Diaper	Strategic Policies - 5.2 Development Strategy	N	The only reference to brownfield sites is in connection with Green Belt SP3 (3)(f) which makes the table in HP3 2 totally irrelevant.	Wyre Borough Council to complete a register of Brownfield sites as per Government Requirements and apply for the use of Brownfield Sites whether within or outside Green Field Sites as the priority.	Wyre is a borough with a very limited supply of previously developed land, particularly compared to the identified housing needs established by the Strategic Housing Market Assessment. It is noted that through the Fleetwood- Thornton Area Action Plan the council has indeed prioritised the development of brownfield sites. However these have largely been developed. In spite of this, the council has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4). The council is developing a brownfield land register in accordance with the Brownfield Land Register Regulations 2017.	
0657/P/01/C	Paul Burrows	Strategic Policies Para. 5.2.2	N	Why use good quality agricultural land for building when brownfield sites are available elsewhere.	No comment made.	Wyre is a borough with a very limited supply of previously developed land, particularly compared to the identified housing needs established by the Strategic Housing Market Assessment. Development of agricultural land is a consequence of these two factors and although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. It is noted that through the Fleetwood- Thornton Action Plan the council has indeed prioritised the development of brownfield sites. However these have largely been developed. In spite of this, the council has allocated land for 865 dwellings on brownfield land in the new Publication Draft Local Plan (policies SA1, SA3 and SA4).	
0032/P/02/GC	Blackpool Council	SP1	n/a	1. Have significant concerns about some of the assumptions made when calculating the demographic projection of need, which may result in a significant over-estimation of dwelling need that is not justified by the evidence. The approach taken by Wyre when formulating the OAN has been to exclude the UPC and to use the upper end of the demographic projections. There is limited justification for this approach, which may significantly over-estimate housing need, with significant implications for the resulting OAN and communities in Wyre and neighbouring authorities. Blackpool is of the opinion that due to the significance of the error (some 3,900 persons) UPC should be included in the calculations. 2. Taking Employment Trends into account It is acknowledged in the Statement of Compliance that Wyre is a net exporter of labour, representing a net outflow of 10,821 residents. To date no detailed discussions have been had through the DTC as to how job growth could affect the commuting rates. The 2017 Lichfields Employment Land Study Addendum 2, para 4.23 clearly states the net job growth is +1345 jobs between 2011 and 2031. It should be noted that the 1,345 job figure appears to include an element of 'Policy-on'. It is our understanding that the housing OAN should be derived excluding 'Policy-on'. Excluding 'Policy-on' is 1,100 jobs for the period 2011 to 2031 and it is this figure which should inform the Growth Scenarios set out in the Lichfields Addendum 2 and Turley Addendum 3 reports. 3. Market signals para 5.57 of Turley Addendum 3 highlights that Wyre exhibits limited evidence of imbalance between housing supply and demand, with change frequently found to have been more modest than that seen in neighbouring authorities and nationally. We are of the view that due to the very limited imbalance between housing supply and demand in Wyre, and the scale of uplift already applied when calculating the OAN, there is no justification to include a 5% uplift for market signals in Wyre. 4. The need for affordable housing should be considered in the context of its likely delivery. Provision at the higher end of the OAN range will not result in more affordable delivery in Wyre, because insufficient housing land has been identified in the Borough. Therefore, the affordable need does not add to the overall need for housing in Wyre and does not provide any justification for an OAN uplift. 5. The Government is currently consulting on a new methodology for calculating OAN which suggests a figure of 331 dwellings per annum for Wyre. What are Wyre's views on the new methodology and the figure that has been derived for Wyre?	See summary.	1. The SHMA evidence has consistently identified issues related to UPC. A cautious approach has been adopted from Addendum 1 onwards in all of the authorities. It is noted that the lower end of the range of need associated with supporting job growth aligns almost exactly with the long-term demographic projection (Table 7.1). There is therefore good reason to expect the population of Wyre to grow at the level implied by the long-term demographic projection where UPC is excluded. It is also noted that more recent population estimates have suggested a return to stronger growth with the scenario excluding UPC judged as a reasonable upper level of potential demographic need (para 3.21). 2. The SHMA does not alter commuting patterns, the adopted Blackpool Core Strategy and Fylde Local Plan (at examination) are prepared on this basis. Changes to commuting patterns should be taken into account in the review of the SHMA evidence. Reconsideration of the evidence for Wyre will affect the evidence base for the Fylde Local Plan and also the robustness of the adopted Blackpool CS. Discussions about commuting patterns should take place when the SHMA is reviewed. Accounting for the Hillhouse EZ is not a 'Policy On' scenario. The EZ was designated after the 2015 ELS. A main objective is job creation. The 2017 Lichfield Study takes account of known investment. The EZ is not a policy aspiration. 3. Albeit limited, market signals show a small imbalance between housing supply and demand hence why the uplift is just 5%. The methodology requires that an uplift is made and this has been concluded by an increasing number of Local Plan Inspectors. Whilst only at consultation stage the Govt's proposed standard method also applies a formulaic uplift to address affordability - this represents a 13.75% adjustment based on the formula in the methodology (it is noted that this is slightly higher than the cumulative adjustment to account for household formation rates - 6% - and market signals - 5% - used in the Addendum 3 report). 4. The SHMA methodology requires that consideration be given to relationship between affordable housing need and the overall OAN. In Wyre, as is the case in Fylde, there is a recognised significant need for affordable housing. Whilst a separate 'quantified uplift' is not prescribed this is considered to support a level of flexibility in the OAN and reinforce the importance of uplifting from a level of need based purely on trend-based household projections. 5. See council's response to the OAHN and housing supply.	
0051/P/10/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SP1	N	In the west of the Borough there are no real plans or strategy to tackle the lack of employment opportunities, the poor transport connectivity, or the high commute levels and congestion. With regard to Public Open Space, Thornton Cleveleys, Fleetwood, and Poulton already have an under provision and the lack of a strategy for managing the need to meet National Targets will compound the existing problem and also ensure that eventually the problem will exist in other towns. As such, the hierarchy mentioned within SP1, whereby the Urban towns such as Thornton, Cleveleys, and Fleetwood taking more new development where possible is completely inappropriate.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. Having a hierarchy without appropriate strategies being in place is somewhat of an academic exercise (or at least it should be).	The locations of Fleetwood, Cleveleys and Thornton lie in the most sustainable part of the borough with the greatest range of services and facilities and public transport options. As such, along with Poulton-le-Fylde, they lie at the top of the settlement hierarchy. A development strategy which maximises development opportunities in these areas whilst acknowledging key constraints, including those related to the highway network, is a sound strategy. Issues relating to employment, public transport connectivity, congestion/commuting and public open space have been addressed above.	
0064/P/05/C	Peter Tarrant	SP1	N	8,224 represents an increase of over 17% on the 2011 total of homes in Wyre, and yet the projected increase in population is just 6%. The quoted 2011 figures equate to an occupancy rate of less than 2.3. It would seem to be inconceivable that the occupancy rate would fall much below this figure. Planning for housing numbers in excess of that required by the population growth is contrary to the NPPF Section 159.	The whole approach to housing policy in the Plan is fundamentally flawed and needs to be totally and thoroughly rethought and rewritten.	The council's evidence in relation to Objectively Assessed Need is set out in the Strategic Housing Market Assessment. The Strategic Housing Market Assessment sets out the relationship between population and household growth. The latest SHMA document takes into account the 2014 Sub National Population and Sub National Household projections. It explains that these are "starting points" (hence not "end-points") and are capable of refinement based on a review of the assumptions upon which they are based. See SHMA addendum 3 available at http://www.wyre.gov.uk/downloads/file/4226/wyre_addendum_3_oan_update_september_2017 It is noted that national population and household projections are "policy off". As explained in the Plan, there is indeed a strategic need for housing to retain and attract younger households to counteract the economic impact of an ageing population.	
0064/P/06/C	Peter Tarrant	SP1	N	In order to achieve 8224 new homes by 2031 will require an average of 470 per year be completed throughout the remainder of the Plan period. The 1,646 completed within the first part of the Plan period has been largely through the use of prime, and therefore cheap to develop sites, significant subsidies and with only very modest levels of developer contribution which are simply not sustainable and are incompatible with other parts of this Plan. In addition, with very large scale developments planned elsewhere in Lancashire and the north-west being built over the coming years it is difficult to see where the necessary labour with the appropriate skills will be found to maintain construction even at the rate of 274 per annum. To introduce a Plan which is unachievable is contrary to the principles underlying the NPPF, and Section 177 in particular.	The whole approach to housing policy in the Plan is fundamentally flawed and needs to be totally and thoroughly rethought and rewritten.	Between 2011/12 and 2016/17, there have been 1,646 housing completions, of which 1,163 dwellings (70%) have been on previously developed land. It is noted that through the Fleetwood - Thornton Area Action Plan, the council has indeed prioritised the development of brownfield sites. However these have largely been developed. Where appropriate, the Publication draft Local Plan has aimed to maximise the allocation of previously developed land. The Local Plan identifies sites that the council considers can be realistically delivered during the Plan period. The assumptions about lead in and build out rates applied to the site allocations is set out in the Housing Background Paper.	

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0064/P/09/C	Peter Tarrant	SP1	N	The Fleetwood Thornton AAP included a comprehensive Traffic Impact assessment which required mitigation including about £10 million each for physical highway capacity improvements and sustainable transport measures. A similar exercise should be applied. A realistic plan for the delivery of all the identified improvements needs to form part of the Local Plan if it is to be sustainable and compliant with National Policy.	A comprehensive Traffic Impact assessment is needed along with a realistic plan to mitigate the adverse effects of the increased traffic levels.	It is understood that reference to the traffic impact assessment is in relation to the Fleetwood Thornton AAP Sustainable Transport Strategy. A major element of the Transport Strategy was developing a bespoke contribution strategy to allow the highways authorities to secure funding to mitigate impacts on the local and strategic highway network. In addition to committed schemes, the Lancashire County Council (LCC) Highways Evidence February 2017 has considered transport interventions to the highway network. The Infrastructure Schedule in the Infrastructure Delivery Plan sets out the funding mechanisms for infrastructure improvements.
0072/P/01/C	Thornton Action Group (TAG)	SP1	N	Following the Issues and Options Document (2015) residents were asked to choose which of the options would best meet the needs of Wyre – over 50% of 755 responses selected option 2. However, the Local Plan has ignored the results of the consultation proposing that 48% of housing be built in the FCP compared with 30% on the A6 corridor. This is not sustainable as the areas suffers from poor employment opportunities resulting in more residents commuting outside the borough, which has increased 3% over the 2001-2011 period. Very little open space remains in the FCP and therefore the proposals give little consideration to the long-term sustainability of the developments beyond 2031.	The spatial approach to development should be one which concentrates development where it is most economically viable and sustainable, i.e. along the A6 Corridor.	The locations of Fleetwood, Cleveleys and Thornton lie in the most sustainable part of the borough with the greatest range of services and facilities and public transport options. As such, along with Poulton-le-Fylde, they lie at the top of the settlement hierarchy. A development strategy which maximises development opportunities in these areas whilst acknowledging key constraints, including those related to the highway network, is a sound strategy.
0289/P/02/GC	Fylde Council	SP1	n/a	It is not clear why, if delivery of 8,615 dwellings is possible, the development strategy does not ensure that these are wholly delivered within the plan period, in order to contribute towards meeting the proposed OAN. There is a question as to whether planning for less than the proposed OAN on the basis of the highways "cap" resulting in unmet need, should be considered to be in line with paragraph 14 of the Framework. The question remains that if no further highways mitigation is possible, after the development provided for in the plan, will there be any further development in Wyre at any time in the future? Fylde Council does not agree that the Wyre Local Plan should be adopted leaving need unmet, and attempting to plan for unmet need outside Wyre, based on an economic scenario that provides jobs within Wyre. Clearly this strategy would have consequences on the same highways network that is itself regarded as a constraint to housing delivery in Wyre. DCLG has calculated the requirement that would apply for each council and the figure for Wyre is 313 dwellings per annum. Regard will need to be had to the fact that the likely OAN following review will be significantly lower than that proposed.	See summary.	The housing trajectory shows that only 8,220 can be delivered within the plan period when making reasonable and realistic assumptions with regards to built rates. The Plan must be realistic and minimise the risk of becoming out of date shortly after adoption because of overly ambitious built out rates. The NPPF recognises that there might be circumstances where a particular Local Authority may not be able to meet their identified needs wholly within their own administrative boundaries. It is not clear why Fylde consider such circumstances to be inconsistent with paragraph 14 in the NPPF. A number of Local Plans have been found sound despite a housing shortfall against the housing OAN figure. It is possible that unless there is a strategic intervention beyond this Local Plan, there will not capacity for further development in Wyre. Wyre has involved Fylde and has shared the highways evidence which explains why Wyre cannot meet its identified OAN. It is not correct to say that Wyre is planning for unmet need outside Wyre. Where there is a shortfall adjoining local authorities must consider if and how they can assist in meeting the shortfall. Fylde has not challenged Lancashire County Council's evidence and has not provided any evidence why they cannot assist. Although the Government has published for consultation a draft methodology for calculating housing need, this is still draft and the transitional arrangements included therein indicating that local authorities that submit prior to 31 March 2018 should continue with the current figures. The draft figures have very little material weight. Fylde itself has expressed the view that its Local Plan Examination should continue on the basis of the current figures.
0289/P/06/GC	Fylde Council	SP1	n/a	The plan's stated OAN is 479 dwellings per annum (dpa). However, there are questions as to how this figure has been derived from the evidence contained within Addendum 3 to the SHMA. Nowhere is there any apparent reasoning for the OAN being identified as this figure. It is acknowledged in paragraph 7.35 of Addendum 3 that it was a previously identified OAN in Addendum 2 (400-479); however, this represents out-of-date evidence. Refers to chapter 7 of Addendum 3, especially the fact the figure exclude attributable population change (UPC) and would have been lower if Wyre had taken account of UPC. It clear the figure generously provides for the needs of housing in Wyre over the plan period, and regard should be had of the lower figure of 391 dpa.	See summary.	The OAN figure was derived from the evidence contained in the SHMA Addendum 2. The purpose of 2017 SHMA Addendum 3 was to sensitivity test the evidence in Addendum 2 in light of the latest economic forecasts and population and household projections. Addendum 3 concludes that the evidence therein continues to support the use of the OAN of 479 homes per annum as an appropriate and justified figure, (2017 SHMA Addendum 3 paragraph 7.36). The OAN figure is justified by the evidence in the 2017 SHMA Addendum 3. The SHMA evidence across the Fylde Coast has consistently identified issues related to UPC. A cautious approach has been adopted from Addendum 1 onwards in all of the authorities. It is noted that the lower end of the range of need associated with supporting job growth aligns almost exactly with the long-term demographic projection (Table 7.1). There is therefore good reason to expect the population of Wyre to grow at the level implied by the long-term demographic projection where UPC is excluded. It is also noted that more recent population estimates have suggested a return to stronger growth with the scenario excluding UPC judged as a reasonable upper level of potential demographic need (paragraph 3.21). The 2017 SHMA Addendum 3 concludes that the OAN range is between 457 - 479 dwellings per annum. The suggested figure is well below what the evidence show to be the minimum of the OAN range.
0289/P/07/GC	Fylde Council	SP1	n/a	This jobs growth projection includes provision of new jobs through specific projects that are hoped to come forward on the Hillhouse EZ. However, the Hillhouse EZ has only been relatively recently designated; the masterplan has not yet been produced. The inclusion of the 245 jobs that are hoped to come forward on Hillhouse therefore represent a "Policy-On" scenario, which serves to inflate the overall jobs figure used to feed into Addendum 3. "Policy-On" considerations should not influence the assessment of likely future job growth to be considered through assessment of OAN. Guidance on this subject is available through "PAS guidance: Objectively Assessed Need and Housing Targets" and also the High Court judgement in the case between Jelson Limited vs SoS and Hinckley and Bosworth BC (20160 EWHC 2979 (Admin) CO/2673/2016). There is a lack of clarity as to how and whether the distinction between matters which are "Policy-on" and "Policy-off" for the purpose of deriving the OAN has been made within Addendum 3 and the ELSU. Whilst Wyre Council are fully entitled to decide that they wish to maintain their working age population, this represents a "Policy-On" position and therefore the result clearly overstates actual need for the plan period. It is noted that the assumptions include an unchanged commuting rate. However, as Wyre Council have not planned for the delivery of what is stated to be the OAN, the commuting rate will inevitably change. As Wyre Council consider that they have been unable to plan for the housing to meet the higher figure of 479, it calls into question the purpose and justification of adopting that figure, rather than the 391 - 457 indicated by the evidence.	See summary.	It is not agreed that taking account of known investment at the Hillhouse Technology EZ is a 'Policy on' scenario. It will be remiss fro the Local Plan to ignore the designation of the EZ, a prime purpose of which is job creation. Although the EZ was only designated in 2016, the Local Plan is looking ahead to 2031 and the Council is confident as is Lancashire LEP that the EZ will be successful. The identified housing OAN figure is a 'policy off' scenario and the evidence underpinning it is clear, The OAN figure is not based on a policy of intervention with regards to 'working age population'. It is noted that the methodology is consistent with the evidence supporting the Fylde Local Plan. The OAN figure cannot be influenced by the ability to deliver it as it seems to be suggested by Fylde. Such an approach would be a 'Policy On' scenario, which Fylde argues against.

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0297/P/04a/C	Home Builders Federation (HBF)	SP1	N	<p>Objectively Assessed Need (OAN) - Based on the evidence provided within the 2017 SHMA and a need to support the forecast jobs growth, a figure of 513 dwellings may be considered more appropriate. Refers to paragraph 17 of the NPPF. The Local Plan figure meets neither the 479 nor the 513 OAN and therefore not compliant with the NPPF. A higher housing requirement would be justified to meet a greater proportion of the housing needs. Further details should be included within the Local Plan as to why the OAN cannot be met, and to ensure that all possible alternatives have been considered.</p> <p>Housing Supply - preference is to address the current undersupply of 820 dwellings as soon as possible (Sedgefield method) rather than over the remaining plan period as proposed by the council (Liverpool method). The Local Plan does not identify sufficient housing supply to meet the OAN. The Council has not identified how any other authority will contribute to meeting this unmet need, through the duty to cooperate. It is important that the plan provides sufficient development opportunities and provides a buffer over and above this requirement. The HBF recommend a 20% buffer of sites be included within the plan.</p> <p>5 Year Supply - do not agree with the Council's calculations. There is an under supply and the proposed housing figure and should use the Sedgefield method within the five years. Recommends a 20% buffer. Suggests that more small sites are allocated as these deliver in the first five years, quicker than larger strategic sites. Do not consider that paragraph 2 of Policy HP1: Housing and Supply is appropriate. There is no justification for the approach and it is considered to be contrary to national guidance.</p>	Amend the housing requirement to 513 dwellings p.a. Address any shortfall in housing provision as soon as possible and preferably using the Sedgefield method. A 20% buffer of sites be included within the plan.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0299/P/13/C	Associated British Ports	SP1	N	Generally agree with development strategy in that it concentrates growth in larger urban settlements within the Borough. Noted that does not follow any outlined in 2015 Issues and Options. Concerned with housing provision – does not meet OAHN in accordance NPPF para 14. Engineering solutions can overcome flood risk, Green Belt over come through Green Belt assessment, not insurmountable constraint to not meet OAHN. For highway capacity refers to NPPF para 7, should considered what infrastructure is needed in future to plan for housing. Object to housing cap for settlements, negative way of exploring growth options. Should consider Housing Infrastructure Fund which would allow broader consideration of highways improvements to ensure infrastructure can be delivered to support housing growth. Not meeting OAHN will create an imbalance in housing market and create unsustainable patterns of development, strain on house prices and affordability. Further imbalance of new homes and jobs as council can meet employment land needs – not clear how the Council aim to reconcile this issue.	None	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. The option taken forward in the Local Plan is a hybrid option based on constraints associated with highways capacity and flood risk. Local Plan para 4.1.11 explains that there is only one strategy possible within the constraints. In relation to flood risk, mitigation is considered in the SFRA. The representation refers to engineering solutions as a generic comment and does not respond on specific issues in the SFRA level 1 and 2. A Green Belt Study (2016) was undertaken to consider whether land included within the defined Green Belt continues to serve the purposes defined in the NPPF. The study recommended three sites to be released. The highways evidence provided by Lancashire County Council considers the nature of the local network and sets a highway cap for the level of development throughout the borough. Where other constraints do not exist, the Local Plan has allocated development sites up to the highway cap. Highway improvements have been considered. There is no requirement in guidance that an adjustment to the employment OAN should be made if the council is unable to meet its full housing OAN.
0299/P/14/C	Associated British Ports	SP1	N	Some cooperation between the Council and neighbouring authorities, no offer to meet WBC OAHN shortfall. Therefore no strategy to make up shortfall. Further explanation from council how shortfall can be accommodated to make this approach sound.	None	See council response to representations regarding the housing OAN and housing supply
0299/P/15/C	Associated British Ports	SP1	N	Meeting employment OAN dependent upon economic circumstances, should not block alternative uses on employment sites where little demand for employment on a site. Flexibility is required.	Insert additional clause: "Whilst the Council seeks to meet its objectively identified need for employment land within the Borough over the plan period, demand and take-up of such uses will be carefully monitored and the Council will seek to avoid long term protection of employment sites where there is little prospect of them being developed of the plan period. In such instances the Council will consider other sustainable uses."	The delivery of employment land is required to deliver the boroughs employment OAN. The Local Plan should be read as a whole and policy SP6 Viability would apply.
0343/P/02/GC	Highways England	SP1	n/a	<ul style="list-style-type: none"> In terms of the previous transport modelling work which was undertaken by CH2M on behalf of Highways England as part of a review of the Issues and Options proposals in 2015, the development quantum that was assessed at that time totalled 9,000 dwellings and 106.19 hectares of employment land within the Borough. The current proposals for the quantum of allocated housing and employment land set out in the Publication Draft Wyre Local Plan therefore differ from those which were presented in the previous Issues and Options stage, most notably in regard to employment land where the difference is approximately 63.19 ha. As a result, it is therefore important that appropriate traffic modelling of the current development proposals is undertaken in order to underpin the Publication Draft Local Plan and so that appropriate mitigation measures can be identified. 	See summary.	The overall quantum of development in the Publication draft Local Plan is reduced from that shown in the Issues and Options. However it is accepted that updated modelling of the specific locations of the allocations (albeit previously shown in the Issues and Options) would be beneficial. However the Local Plan has been prepared on available sound and robust evidence.

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0363/P/04/C	Taylor Wimpey UK	SP1	N	TW broadly supports the principles for future development as set out in Policy SP1 with regards to identifying a hierarchy of Urban Towns, Key Service Centres, Rural Service Centres, Main Rural Settlements and Small Rural Settlements. TW supports the identification of Garstang as a Key Service Centre and the spatial approach to the development strategy set out. However, TW is concerned that the settlement hierarchy fails to properly reflect this objective, particularly in terms of limiting the percentage of new housing in Garstang to 10% of the Borough's total. The Garstang Settlement Profile (October 2016) notes that it is one of the largest settlements with a wide range of services/facilities along with a good provision of health and social infrastructure. These sustainability credentials mean that Garstang is a sustainable location for development. Therefore, the amount of development apportioned to Garstang should be increased to boost the supply and delivery of housing in sustainable locations in accordance with the Framework requirements. Garstang and Catterall has the third highest median house price by sub area. Thus, market signals indicate reasons for increasing the supply of housing in the town, not least the provision of affordable housing to meet the needs identified in the SHMA. To resolve the affordability issues, the Council should allocate the remainder of TW's land interest at Cockerham Road for residential development in order to assist the Council in meeting the Borough's OAHN in full. As demonstrated in the appended Development Statement, the allocation of the wider site would not only assist in the delivery of sustainable development and would accord with the Framework. There are also no insurmountable constraints to the delivery of the site or its development. TW objects to Part 2 and Part 3 of Policy SP1 on the basis that they are not positively prepared and fail to meet the identified OAHN in full. The approach taken by the Council (and reflected in Policy SP1) is to meet only 86% of its OAHN, which is neither effective nor compliant with national policy. TW requests that the table at Policy SP1, which sets out the percentage of housing growth within the Borough over the plan period (based on the delivery of 8,224 dwellings) is adjusted to reflect the identified OAHN of 9,580 dwellings over the plan period.	TW requests that: 1. The Council allocates sufficient land for development in sustainable locations to meet the OAHN in full, as required by the Framework; 2. The Council increases the proportion of housing to be accommodated in Garstang, to ensure the needs of the local community for market and affordable housing are met; and, 3. The Council allocates additional land at Cockerham Road, Garstang for housing development to assist in meeting the OAHN.	For matters regarding the OAHN see the council response to the Objectively Assessed Housing Need and housing supply. Allocations have been informed by the highway evidence provided by Lancashire County Council. The Site Allocations background paper explains the process by which land within the highway Severe Restriction Zone along the A6 has been allocated. The highway evidence sets a cap on residential development in the Severe Restriction Zone. As explained in the Site Allocations background paper, the council has allocated up to this cap in accordance with the evidence.
0395/P/08/C	CPRE Lancashire	SP1	N	1. Overall CPRE Lancashire is supportive of policy SP1 Development Strategy, especially the encapsulating statement: "The overall planning strategy for the Borough will be one of growth within environmental limits". 2. We agree with the designated 'strategic areas of separation' and recommend it applies the same logic to the small remaining bits of Green Belt. 3. From a sustainable development point of view, it is helpful that a settlement hierarchy is proposed, with Fleetwood, Cleveleys and Poulton-le-Fylde and Garstang identified as the four key centres. 4. While good "that the majority of new built development will take place within settlement boundaries defined on the Publication' draft Policies Map", CPRE Lancashire is concerned at the addition of "unless development elsewhere in designated countryside areas is specifically supported by another policy in the Local Plan". The second part of the sentence weakens the intention to save countryside and makes the policy ineffective, we suggest that it needs strengthening. 5. Strongly object to the housing and employment figures of 8,224 dwellings and 43 hectares of employment land for the period 2011 to 2031 as they are based on illogical formulas and growth rates that are simply too high.	None	The policy identifies strategic areas of separation which are appropriate in some area where communities are located in close proximity to each other and it is therefore necessary to protect certain areas of land from development to avoid coalescence. The council does not consider there to be further areas that should be identified as a strategic area of separation. In relation to SP1(4), the council does not consider this provision to weaken the overall policy but acknowledges that some forms of development are appropriate within the countryside as set out in other policies within the Plan e.g. Policy SP4 Countryside Areas See council response to representations regarding the OAHN and housing supply.
0412/P/03/C	Forton Parish Council	SP1	N	Top down approach. The NPPF requires local authorities to work with the support of communities. Forton PC considers that a reduction in the housing allocation is essential and urges WBC to respond to the DCLG consultation paper. Point two is a very bland statement and requires more substantive content to strengthen and address the need for low cost private housing (see also policy HP2). The policy shows low employment growth and high growth in housing which is unsustainable in rural areas.	Reduce housing allocations.	The government's document "Planning for the right homes in the right places" is a consultation document on identifying local housing need. The methodology and the actual figure may change before the document is finalised and published. The transitional arrangements within the document itself advise that Local Plans which will be submitted before 31 March 2018 should continue on the basis of the current figures. As such the Council is unable to give any weight to the draft document as a basis for the Local Plan. SP1 is a strategic policy and is worded as such. With regard to SP1(2), the issue of dwelling mix and need for lower cost housing is capable of being addressed by policy CDMP2 - Housing Mix. The table in SP1 shows the percentage of housing and employment development expected to take place - whether allocated or existing commitments, including sites under construction. It does not identify total economic potential which would include existing employment uses. It is noted that Garstang is identified as having a supply of 4.68ha (site with planning permission and new land) - the third highest in the borough. Garstang is highly accessible by bus from Forton.
0412/P/04/C	Forton Parish Council	SP1	Y	SP1 parts 5 & 6 - Welcomes and strongly supports the provision of Strategic Areas of Separation.	None.	Noted
0510/P/03/GC	Save Our Scorton Residents' Association	SP1	n/a	The policy describes the planning strategy for Borough as one of growth within environmental limits. However, the strategy seems much more narrowly based and one which allocates growth in accordance with the settlement hierarchy insofar as highway and flood constraints allow. The policy talks of settlements higher up the hierarchy, where possible, taking more development than settlements lower down the hierarchy but that settlement hierarchy is based on a very crude scoring and ranking. In practice flood and highway constraints are such that the Plan's distribution of development strategy sees many settlements lower down the settlement hierarchy taking a disproportionate amount of future housing. Plan and evidence base does not explain how wider environmental factors have been factored into the distribution of housing. Suggests a revised settlement hierarchy methodology that includes factors such as settlement character and heritage, landscape and visual amenity and ecology.	1. Revised settlement hierarchy methodology. 2. Amended SP1: New development is required to have regard to a settlements capacity for sustainable growth and development in social, environmental and economic terms taking full account of its specific local characteristics and function. New development is required to be of an appropriate type and scale to the character of the settlement in the hierarchy unless specifically proposed by other policies in this Local Plan.	The council view the settlement hierarchy as based on a robust Settlement Study. The representation does not identify any settlements considered to be "out of place" either within the Settlement Study or hierarchy. The Local Plan has to be evidence based and in a situation where there are significant constraints on development across the borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. The council is of the view that the allocation policies, strategic policies and core development management policies fully allow the three aspects of sustainability to be taken into account in the decision making process. The process of identifying site allocations is explained in the Site Allocations background paper. This identifies at page 15 the factors that have been taken into account, which include environmental considerations.
0510/P/04/GC	Save Our Scorton Residents' Association	SP1	n/a	Concerned that the OAN is excessive and failure to meet the OAN will be exploited by developers. The government is consulting on a new methodology which would drastically reduce the housing requirement eliminating the need for the scale of rural development proposed.	The Council should consider carefully whether the Local Plan should be progressed on the basis of its existing objectively assessed housing need figure (OAHN) or a lower figure based on the new methodology should this be taken forward.	At present the consultation referred to relates to a draft methodology. A such it is inappropriate at this time to revise the current approach.
0510/P/05/GC	Save Our Scorton Residents' Association	SP1	n/a	Supports the settlement boundary for Scorton. Absence of such a boundary has created uncertainty.	None	Noted
0510/P/06/GC	Save Our Scorton Residents' Association	SP1	n/a	Stating that the amount of new built development outside settlement boundaries will be strictly limited suggests that some small scale development may be permissible.	A stronger wording is needed stating that there will be a presumption against new built development outside settlement boundaries except where specifically allowed by Plan provisions.	It is correct to say that some small scale development in the countryside may be permissible - this is an explicit intention of the Policy. However proposals need to be considered in the light of the policies of the Plan as a whole. As such no amendment to the current wording is necessary. It is considered that the suggested presumption against approach is inconsistent with the National Planning Policy Framework.

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0645/P/22/GC	Nether Wyresdale Parish Council	SP1	n/a	Refers to para. 7.1 & 7.2 (Housing). The conclusion that the Objectively Assessed Need cannot be met in full due to a number of factors including highway capacity, flood risk and a lack of deliverable housing sites within the main urban area is supported. The proposed annual housing figure and its justification is supported. The governments proposed methodology for calculating housing needs and supply should become a material consideration that the council can use to support its proposed allocation figures. This should reduce the pressure for the release of inappropriate sites.	None	Noted, although it is the matter of highway capacity that is the overriding constraint on housing development.
0659/P/11/C	Inskip with Sowerby Parish Council	SP1	N	The policy lists Inskip as a Main Rural Settlement as opposed to the designation of Small Rural Community identified in the Settlement Study, August 2016 and there is no indication as to the basis for this 'promotion' of Inskip from Small Rural Community to Main Rural Settlement. The net result is that Inskip take a share of the 19.5% of housing growth allocated to the Main Rural Settlements, and in fact takes the lion share – Inskip is allocated 64% of new housing allocations listed for these 10 settlements (see table at Para. 4.1.18) and this appears both inequitable and unjustifiable. It appears that, though development opportunities are very limited at St. Michaels owing to its location in the flood plain, Inskip and St. Michaels have been grouped together in order to leverage the excellent highways access to major trunk routes towards Lancaster, Preston, and Blackpool that St. Michaels benefits from in order to artificially uplift the additional housing load that can be allocated to Inskip. Unsound: The Plan is not positively prepared and not justified as the allocation of housing across the various settlements is inequitable.	The Local Plan needs to justify that the allocation of housing across the various settlements is equitable, or where the allocation is inequitable then this needs to be justified.	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/07/C	George Diaper	SP1	N	In relation to part 2 of the policy, without reference to existing dwellings in the table, the impact of the proposed dwellings is misleading.	Include reference to existing dwellings in the table so the impact of the proposed dwellings is shown.	The purpose of Policy SP1 is to set out the development strategy for the Plan period and the table demonstrates the proportion of housing and employment growth against the settlement hierarchy. The existing dwelling stock is set out the Settlement Profile.
0664/P/08/C	George Diaper	SP1	N	In relation to part 4 of the policy, regarding Inskip (SA1/13) there has never been any settlement boundary to incorporate the land currently being proposed. The acknowledged settlement boundary of the village includes land not included in this plan.	Remove the 200 dwellings from the plan in SA1/13in order to make this statement true	The 1999 Wyre Local Plan does not include a settlement boundary for Inskip. A settlement boundary is proposed in the emerging Local Plan which incorporates the proposed allocations within the settlement boundary for Inskip.
0675/P/04/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	SP1	N	Refers to SP1, point 1. There is a lack of clarity in this strategic policy; particularly the commitment to an expressed "outcome" of merely "minimising or eliminating net environmental impact" referenced at "1)" as against the more positive "factor" of "environmental protection and enhancement" referenced at "c)". In the case of biodiversity, at least, net gain is required as an outcome by the NPPF. Refers to NPPF Paragraph 9. The reference to infrastructure at "d)" is also ambiguous in that it is unclear (at least to us) if this includes both green and grey infrastructure. These contradictions concern us particularly in regard to the delivery of protection of wildlife sites, protecting and enhancing biodiversity, and improving the district and county's ecological networks through and/or in association with the local planning system.	See summary	The overall strategy for the Plan is for no net environmental impacts, to achieve this, environmental protection and enhancement may be required. The wording is not considered to be inconsistent. Reference to infrastructure is all encompassing and would include green and grey infrastructure. The Local Plan should be read as a whole. Core Development Management Policy potentially relate to any developments and Policy CDMP4 would apply.
0794b/P/03/C	Wainhomes (North West) Ltd	SP1	N	The Local Plan can't meet the OAN (refers to para 5.1.1). The highway capacity is the main constraint which is limiting the scale and distribution of development across the Borough (refers to para 4.1.11). However, the highways evidence base does not provide the modelling which informed the assessments. Therefore consultees to this draft plan are not able to robustly assess the highways evidence base to validate or conclude whether the reduced OAN or the distribution of development are correct. Without it we consider that the plan should be meeting the full OAN. However assuming that there would be additional capacity in the highway network, the plan should therefore provide for further development in order to ensure a greater level of flexibility in the plan. This is supported by Government policy and guidance. There is the lack of flexibility in the plan. The plan is seeking to provide 8,615 dwellings which is a flexibility of 4.75%. In our view this is not sufficient in order to meet the minimum requirement of 8,224 dwellings. The 8,615 dwellings is also 10% less than the full OAN. We consider that this clearly provides insufficient flexibility to respond to changing circumstances, i.e. slippage in the delivery of housing from strategic sites, as required by the Framework. We consider that a much higher flexibility allowance is required, in the order of 20% as advised in the Local Plans Expert Group. This would give a reasonable degree of security that should sites not deliver at the rates anticipated, a 5 year housing land supply could still be maintained.	Increase the housing supply.	See council response to representations regarding the OAHN and housing supply. Lancashire County Council has produced a response to comments made on the highway evidence, including additional justification for the approach taken (page 25).
0808/P/05/GC	Story Homes	SP1	N	1) Need to review the housing needs evidence to understand impact of the assessed level of housing need on the working population of the Borough – need to ensure that the Local Plan does not result in a loss to the working population, contrary to the vision and objectives which plan for employment-led growth. 2) The housing needs figure should be reviewed in the context of the affordable housing needs of the Borough.. The Council should meet its identified housing need in full. 3) The highways constraints of the Borough are not of such magnitude that this warrants a cap on development. There are options available for further housing sites to come forward in sustainable locations accessible to public transport - would provide the necessary boost in housing capacity required to meet the identified housing need in full. 4) Insufficient amount of development planned within Poulton-le-Fylde - one of the main settlements within the Borough, with a good range of services, facilities, shops and employment opportunities, and excellent public transport links. In view of this, and the critique of Lancashire County Council highways evidence (see full representation for details), the amount of development to be allocated at Poulton-le-Fylde should be increased (re-balancing the distribution of development away from rural areas towards more sustainable locations).	Review OAN and housing needs. Allocate additional land for residential development at Poulton-le-Fylde (see 0808/P/24/GC and 0808/P/25/GC for details)	1 & 2 - see the council's response to representations regarding the OAHN and housing supply. 3. Highway evidence provided by Lancashire County Council is that a cap on development in Poulton-le-Fylde is appropriate even with the Poulton Mitigation Strategy in place. 4. The Publication Draft Local Plan allocates under policy SA1 land for 954 dwellings in Poulton-le-Fylde (excluding sites already under construction). There is no evidence that this scale of development threatens the role of Poulton-le-Fylde as a "vibrant" town.
0860/P/09/C	Matthew Nunn	SP1	N	SA1/13 is not consistent with the statement that "The overarching aim will be to meet the housing needs of all sections of the community, raise economic performance, average wage levels and GVA generation, while minimising or eliminating net environmental impact." Will create a middle class commuter suburb in currently thriving and quiet small village, the local agricultural businesses will be at threat (one has already been put on notice to vacate land by the landowner in Inskip), no new jobs will be created in the Wyre villages.	No comment made.	See council response to representations regarding SA1/13 Inskip Extension.
0886/P/01/C	Janice Desborough	SP1	N	27 houses under construction in Inskip are not mentioned. SP1 para 2 requires new development to be of an appropriate type and scale to the character of the settlement in the hierarchy. Inskip's status at the start of the plan was "small rural community" not the Main Rural Settlement shown in the hierarchy. The addition of 282 houses (255+27) will give a 120% increase in the size of the village - in no way an appropriate scale for such a small settlement. The Plan is unsound in this respect.	Reassess SA1/13 for appropriateness of scale relative to the current scale and current position in the hierarchy (small rural settlement).	See council response to representations regarding SA1/13 Inskip Extension.

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Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0902/P/03/C	Pipecroft Ltd & Russell Armer Homes	SP1	N	The local plan identifies a housing requirement of 8,224 dwellings equating to 411 dwelling p.a. compared with an objectively assessed need of between 457 and 479 dwellings p.a. Insufficient justification for not meeting the OAN. Whilst significant infrastructure constraints it is believed that further deliverable land could be identified. Housing delivery is on an upward trend - believe this will continue and that the OAN can be delivered. The NPPF requires local authorities to meet the OAN and therefore the Plan is not consistent with national policy. Cannot be considered to be positively prepared or to be justified. Should allocate land in Bilsborrow (SHLAA ref. BIL_01) - although designated as countryside it is within the settlement, bounded by the River Brock to the north, railway to the east, existing development to the south and A6 to the west. Far from open and a logical extension. Lies in flood zones 2 and 3 but work carried out by consultants demonstrates this can be mitigated against.	Increase the housing target to, as a minimum, the OAN. Allocate site BIL_01 (SHLAA reference) in Bilsborrow.	As described in the evidence base and background papers, the site allocations along the A6 are constrained by a highway cap. The representation does not offer any challenge to the highway evidence methodology. The plan does allocate three additional sites to fit within the cap, however the subject site conveys no locational or other advantages over and above those sites already allocated, As such no further allocations are planned along the A6. For matters relating to the objectively assessed housing need, please see the council's responses to the OAHN and housing supply.
0924/P/03/C	Andrew Chapman	SP1	N	The disproportionate amount of the target housing/employment land is allocated to the West Wyre Urban areas (48%), which is not sound as there are reasonable alternatives. For example, utilising more of the A6 corridor and rural sites where infrastructure is good – Great Eccleston is not within FZ2/3, has schooling places available and good transport links to the motorway. Not consistent with NPP because it would lead to no accessible green space land within the community.	Critically review and reallocate housing fairly across Wyre.	The council do not accept that the extent of allocations within the urban area is disproportionate. The peninsula settlements are together the most sustainable parts of the borough as evidenced in the Wyre Settlement Study. The Site Allocations background paper explains that the allocations and alternative options are significantly affected by constraints to development and in particular the identification of a highway cap across the borough.
0929/P/03/C	Daniel Fowler	SP1	N	The Development Strategy is not sound and the plan is not justified, positively prepared or consistent with national policy because the Plan does not provide for the full objectively assessed need for housing and does not reflect the significance of the Key Service Centre at Garstang. The Development Strategy needs to be reconsidered to give greater weight to housing development at Garstang as the only Key Service Centre on the A6 Corridor. This would be consistent with an overarching sustainable approach to the Local Plan. This should be in preference to the distribution of development at the low order settlements (which accommodate disproportionately large amounts of housing) along the A6 Corridor which (partly) results from the fact that the development strategy is based on a number of ad-hoc planning permissions. The assumptions that place Garstang in the Severe Restriction Zone of the highway evidence are not sound - 1) Garstang has a good range of services and has employment opportunities- residents less likely to travel to Preston at peak hours. 2) Alternative route north at Junction 33 of the M6 3) Garstang has good public transport routes and services - will mitigate the potential for congestion to the south of Garstang. No automatic relationship between housing development in Garstang and impacts on J1 of the M55.	Give greater weight to housing development in Garstang.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. As described in the evidence base and background papers, the site allocations along the A6 are constrained by a highway cap. The plan does allocate three additional sites to fit within the cap, however the subject site conveys no locational or other advantages over and above those sites already allocated, As such no further allocations are planned along the A6. Please also see the Lancashire County Council response to representations regarding highway matters and the council response to matters concerning the Objectively Assessed Housing Need and housing supply.
0930/P/03/C	Redrow Homes Ltd	SP1	N	The overriding objective of the Plan is to plan positively for development and to promote sustainable development which Redrow Homes gives its full support. However, the approach taken by Policy SP1 is unsound in accordance with NPPF paragraph 82 and additional land needs to be allocated to deliver the full objectively assessed housing need. As part of the 'dispersed' approach to development, a Green Belt Review was undertaken as there are limited opportunities for housing on previously developed land and outside the designated Green Belt in the Urban Peninsula. However, the NPPF (para 82) clearly states that Green Belt boundaries should only be changed in exceptional circumstances. We believe that there is a more resilient approach to development which involves a more exhaustive examination of the options for housing development at and around the most sustainable towns on the peninsula. This approach should be given priority over the review of Green Belt boundaries. This is why we are strongly promoting the opportunity at Stanah Road on the eastern margin of Thornton. We believe that the land at Stanah Road is a strong option and can play a positive role as a sustainable extension to the urban area of Thornton which is a sustainable location. It is a priority option for housing in Thornton where the highways evidence shows that there is a considerable capacity for new development - 835 dwellings - beyond the capacity of the selected housing allocation sites shown in the Local Plan (555 dwellings). There is the opportunity for Thornton to accept more housing than is proposed. Highway improvements on the A585(T) committed by Highway England will reduce congestion and support economic development, including housing. The land at Stanah Road will be directly benefited by the improvements. The Green Belt Review includes the removal of a considerable area of land where part of the land is proposed for housing (Reference SA1/8, 154 houses) and most of the other land as 'white land' on the proposals map. There is no defined alternative use. This further undermines the exceptional circumstances case needed to change Green Belt boundaries as per NPPF para 82. 'White land' (i.e. for no specific purpose) does not comprise sustainable development and consideration should be given to reasonable alternatives' before the decision is taken to release land from the Green Belt.	The Development Strategy needs revision to give priority to sustainable locations for housing outside the Green Belt before any suggestion that the Green Belt boundary is changed, to give clearer recognition that urban towns such as Thornton are the most sustainable options for development and to increase housing allocations at Thornton as part of a process of meeting the full objectively assessed need for housing.	Matters relating to the OAN are addressed in the council's response to the Objectively Assessed Housing Needs and housing supply. Highway matters are addressed in the Lancashire County Council response to highway matters. The Site Allocations Background Paper describes the process of identifying sites suitable for allocation. As part of this process the council has correctly reviewed the Green Belt and identified land considered not to meet the functions of the Green Belt. Land subsequently allocated as SA1/8 was identified as suitable for residential development. It lies close to Poulton-le-Fylde town centre and offers the possibility of developing a car park for use by those visiting the town centre and using the railway station. The fact that SA1/8 is located in a sustainable location is not contested in the representation. The fact that not all of the land proposed to be removed from the Green Belt at Poulton-le-Fylde has been allocated for development is a function of the highway cap imposed by the local plan highway evidence and does not invalidate the reasons for proposing removing the land from the Green Belt in the first place. In reference to the highway evidence, the figure of 835 includes land at Norcross which, for the purposes of the Local Plan is located in Cleveleys but for the highway evidence was counted as part of Thornton. There is no "spare" capacity in Thornton - the council has maximised its allocations consistent with the highway cap. Please see pages 91 and 92 of the Site Allocations Background Paper.
0937/P/11/C	Bourne Leisure	SP1	Y	Refers to SP1(5) - Bourne Leisure endorses the approach in Policy SP1 (point 5), which provides flexibility for appropriate tourism development outside of defined boundaries. This approach reflects the need to support the tourism industry in responding to the changing needs of the market. The Company therefore considers that this draft policy meets the "justified" test of soundness because it is based on proportionate evidence on the importance of the tourism industry for the local economy.	None	Noted

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0941/P/03/C	Gladman Development	SP1	N	Policy SP1 states that the spatial approach is one of sustainable extensions to towns and rural settlements in accordance with the settlement hierarchy. In this regard, the settlement hierarchy and associated policies should be formulated on a basis that seeks to fully support future housing needs of each settlement and the needs of those communities in terms of availability of local services and facilities. Careful consideration should also be given to the role that each of the settlements can play in supporting the delivery of housing needs of the local plan area as a whole. Whilst it is supported that Sustainable Urban Extensions (SUEs) can play a key role in the accommodation of future development, this should not be at the expense of ensuring that the housing and employment needs of other sustainable settlements are met. Indeed, paragraph 55 of the Framework makes clear that housing should be located where it will enhance or maintain the vitality of rural communities. The Local Plan must avoid the creation of a sustainability trap and must contain mechanisms by which a settlement that is assumed to function at a lower level within the hierarchy can migrate up the sustainability ladder and in doing so improve the accessibility of quality facilities, employment and housing. The Councils OAN identifies that market/economic analysis would result in a minimum OAN of 457 dpa. Notwithstanding the issues raised in section 5.2 of these representations, given that the OAN evidence identifies a minimum figure, this should also be translated into the overall housing figure contained in the Plan and also its relationship with settlements in the settlement hierarchy. Gladman submit that the selection of an annual housing requirement of 411 dwellings is not in accordance with the requirements of the Framework as it does not match the full OAN 513 dwellings figure. Believe that further flexibility needs to be built into Policy SP1 and take this opportunity to highlight the Inspector's Report to the Scarborough Local Plan which identified that the plan as submitted was not sound with regards to housing land supply. We believe a modification similar to the approach taken in the Scarborough Local Plan should be included to ensure that the Plan will be effective at meeting the housing requirement.	Increase the housing supply.	Matters relating to the Objectively Assessed Housing Need are addressed by the council response to Objectively Assessed Housing Need and housing supply. The council consider that the strategy employed by the council is sound and consistent with the NPPF by focusing development in sustainable locations and those that can be made sustainable within the context of overall development needs and significant constraints. Regarding the reference to the Scarborough Local Plan, the modification referred to was required due to a particular set of circumstances leading to some doubt as to whether or not a five year supply could be maintained over the Plan period. The matter of Wyre's five year supply will no doubt be a matter to be considered at the Examination.
0941/P/04/C	Gladman Development	SP1	N	References SP1(5). The Framework is clear that development which is sustainable should go ahead without delay. The use of settlement limits to arbitrarily restrict suitable development from coming forward on the edge of settlements would not accord with the positive approach to growth required by the Framework. The overly restrictive approach proposed would result in a plan that is not positively prepared or effective and ultimately fails to deliver the housing required. Gladman are of the view that greater flexibility and contingency will be required to enable sustainable development to come forward and ensure that the full housing requirement is met over the plan period.	See summary.	Policy SP1 defines, at a strategic level, what is considered to be sustainable in the context of Wyre. The identification of clear settlement boundaries is part of this. There is nothing in national planning guidance that is suggestive that this is an unsound approach and is consistent with the core planning principle of actively managing patterns of growth to focus development in sustainable locations and those that can be made sustainable (NPPF para. 17, 11th bullet point).
0941/P/05/C	Gladman Development	SP1	N	References SP1(6). Gladman would be opposed to the proposed areas of separation if these would only serve to act as an arbitrary tool to prevent the delivery of sustainable growth. In this regard, we submit that new development can often be located in gaps without leading to the physical or visual merging of settlements. If the principle is to be retained then it should be altered to allow for a balancing exercise to be undertaken which assesses any harm to the visual or functional separation of settlements against the benefits of the proposal rather than a blanket restriction.	See summary.	Para. 5.2.2 of the Publication Draft Local Plan establishes the principle of SAoS. The council has also set out its position in the Green Belt and Strategic Areas of Separation Background Paper. It is considered that the use of SAoS as a strategic planning tool is entirely consistent with the national aim of actively managing patterns of growth to promote sustainable development and sustainable communities. Policy SP1 at point 7 makes it clear that development that would erode the openness and effectiveness of a SAoS will not be permitted. However this does not exclude development that does not fall foul of this policy imperative.
0941/P/12/GC	Gladman Development	SP1	n/a	Gladman's view is that further flexibility and contingency is required to ensure that development needs can be met in full over the duration of the plan period. It is therefore considered necessary that the Local Plan provides a clear monitoring and review mechanism within policy wording to ensure that the Local Plan is fully responsive to changes in circumstance relating to development needs of the area and the maintenance of a five year housing land supply.	See summary.	Section 10 of the Publication Draft Local Plan sets out a list of monitoring indicators. PM18 is the indicator for the 5-year housing land supply. Policy SP2 - Sustainable Development at point (3) addresses the position should relevant policies become out of date.
0944/P/03/C	Applthwaite Ltd	SP1	N	Only delivering 86% of the OAN is a concern relating to soundness. Questions need to be raised regarding the over-cautious and unyielding approach to the several factors limiting housing growth and tested against available alternatives before the Local Plan strategy is sound. A number of considerations are relevant: <ul style="list-style-type: none"> • How 'severe traffic congestion' is defined • The soundness of desktop studies and the methodology used to recommend the 'housing cap' • The effects of future road improvements • Trends in long term societal car use Therefore the full potential of SHLAA site PFY65 (forming part of SA1/8) will not be realised. It presents to meet the OAN in full, without being limited to highway constraints. Supports the proposed settlement hierarchy that Poulton-le-Fylde is an urban town.	The Council must revisit the inability to meet the OAN in full. SA1/8 has capacity to accommodate a significantly higher number of dwellings than 154 proposed.	Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Lancashire County Council has produced a response to comments made on the highway evidence.
0946/P/01/C	Peter Hemmings	SP1	N	Section 10 of the Council's background paper Greenbelt and Strategic Areas of Separation (September 2017) relating to SAS is unable to demonstrate any policy foundation within the NPPF for such designations. The 'strategic areas of separation' (SAS) policy is not reasonably required because it performs no more favourably than emerging policy SP4 and thus it is not the most appropriate strategy. The policy is not founded on robust and proportionate evidence base and it will not be effective in achieving its stated objective to prevent the merging of Forton and Hollins Lane, in part due to the implications of the housing allocations proposed within other policies of the emerging plan (SA3/4 and SA1/14) which already merge parts of the settlements. Policy SP1 Criteria 6 and 7 undermine the objectives of NPPF para 47. It has not met the tests of soundness and thus fails to satisfy NPPF para 182. Even if the policy is retained elsewhere, the Hollins Lane SAS should be removed from SP 1 Criterion 6.	Amendments must be made to the wording so that it complies with the National Planning Policy Framework (hereafter NPPF) and government guidance within the National Planning Practice Guidance (2014) (hereafter NPPG). Hollins Lane SAS should be removed from SP 1 Criterion 6.	Para. 5.2.2 of the Publication Draft Local Plan establishes the principle of SAoS. The council has also set out its position in the Green Belt and Strategic Areas of Separation Background Paper. It is considered that the use of SAoS as a strategic planning tool is entirely consistent with the national aim of actively managing patterns of growth to promote sustainable development and sustainable communities.
0948/P/02/C	Rob Parkinson	SP1	N	Only delivering 86% of the OAN is a concern relating to soundness. Questions need to be raised regarding the over-cautious and unyielding approach to the several factors limiting housing growth and tested against available alternatives before the Local Plan strategy is sound. A number of considerations are relevant: <ul style="list-style-type: none"> • How 'severe traffic congestion' is defined • The soundness of desktop studies and the methodology used to recommend the 'housing cap' • The effects of future road improvements • Trends in long term societal car use 	The Council must revisit the inability to meet the OAN in full. SA1/17 should therefore increase the number of dwellings from 53 to 80. To fully achieve the identified OAHN, the balance of the frontage land identified in the SHLAA as site ref. GST_74 lying to the south of the proposed Site Allocation SA1/17, should be included in the allocation (plan attached to submission).	Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Matters relating to the highway evidence are addressed in the Lancashire County Council response to highway matters.

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Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0952/P/03/C	Worthington Properties	SP1	N	Strongly support the overall strategy to meet the necessary growth within the environmental limits of the borough, which will ensure sustainable development in accordance with the NPPF. However, some concerns relating to the overall housing requirement, settlement hierarchy and spatial distribution proposed in SP1. SP1 states the LP will deliver 8224 dwellings (2011-2031) or 411 dwellings per annum (dpa). However, the Housing Background Paper (Sep, 2017) concludes the need for 479 dpa as such the proposed housing requirement represents 86% of the objectively assessed needs (OAN). As there is no evidence that Wyre have agreed to meet the outstanding OAN, the approach is not justified, effective, sound or consistent with the NPP. Notwithstanding the above, the Government is consulting on a standardised methodology for OAN that identified a significantly lower figure of 313 dpa, which should be monitored to ensure a sound plan. The level of development allocated to each tier is not clearly justified within the LP or supporting evidence base and it appears that the spatial distribution is based purely on existing supply of land. We believe that the distribution should correspond with key demographic and economic drivers to promote sustainable patterns of development and ensure the plan is sound. It appears that the growth of urban settlements is restricted while rural areas see significant growth, in Forton this results in doubling the current population.	See summary.	For matters relating to the OAN please see the council response to the Objectively Assessed Housing Need and housing supply. The Housing Background Paper explains the derivation of the housing requirement. It explains the constraints that have influenced the identification of a housing requirement. It explains that future supply is constrained by highways capacity which sets a limit on housing development within each settlement. The Paper explains that there is a shortfall in supply over the period 2011 to 2031 and that this will be addressed over the whole of the remaining plan period. The council has produced a Site Allocations Background Paper that described the allocation process. The council is of the view that the allocations made in the Local Plan are in sustainable locations or locations capable of being made sustainable as per the NPPF para. 17. The government's proposed standardised methodology is in draft form and includes a transition period once adopted as policy. At present the council is unable to take this into account in deriving the housing requirement.
0953/P/08/C	Telereal Trillium	SP1	N	Only delivering 86% of the OAN is a concern relating to soundness. Questions need to be raised regarding the over-cautious and unyielding approach to the several factors limiting housing growth and tested against available alternatives before the Local Plan strategy is sound. A number of considerations are relevant: <ul style="list-style-type: none"> • How 'severe traffic congestion' is defined • The soundness of desktop studies and the methodology used to recommend the 'housing cap' • The effects of future road improvements • Trends in long term societal car use Telereal Trillium supports para 4.1.14 and 4.1.15. However, does not agree that the full potential of utilising PDL should be capped by highways constraints at the point of adoption. Therefore the potential of site SA1/11 will not be realised and presents a clear opportunity to meet the OAN. Telereal Trillium supports the proposed settlement hierarchy.	The Council must revisit the inability to meet the OAN in full and increase the strategic land supply.	The council's housing background paper explains why the council is unable to meet its full OAN, this is primarily in relation to highway capacity. The council considers the highway evidence supporting the Local Plan to be robust. The highway cap applies to both greenfield and brownfield sites which will have an equal impact on the highway. Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Matters relating to the highway evidence are addressed in the Lancashire County Council response to highway matters.
0956/P/04/C	J Townley Ltd	SP1	N	Of the housing growth proposed by the plan, 19.5% (1,684) of dwellings are proposed in Main Rural Settlements, including 132 dwellings in Barton, South of Bilsborrow. Currently Wyre are only planning for 86% of their OAN, and it would be integral to the success of the plan that full cross boundary discussions are undertaken, and highways evidence updated accordingly to ensure the principle of sustainable development sought by the Local Plan and the NPPF are achieved. In this sense, it does not seem proportionate that settlements like Bilsborrow are absent of allocations, particularly when functionally they sit on and cross boundaries with a neighbouring authority. It is considered that the failure of the Council to make any specific housing land-use allocations within the settlement of Bilsborrow is inappropriate, given the scale and significance of the settlement.	It is requested that additional land use allocations, specifically for residential development, are made.	Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Matters relating to the highway evidence are addressed in the Lancashire County Council response to highway matters. The Site Allocations background paper describes the process by which sites along the A6 have been identified and allocated.
0959/P/08/C	Joanne Griffiths	SP1	N	SP1 shows a hierarchy system whereby settlements higher up take more development than those lower down. Further, developments must be of appropriate type and scale to the character of the locality. As mentioned previously, Inskip's designation as a Major Rural Settlements (MRS) has no basis. The net result is that Inskip takes the lion's share (64%) of the 19.5% housing growth allocated to the MRS (table at Para. 4.1.18) which appears inequitable and unjustified. Development opportunities very limited and seek to take advantage of the trunk roads towards Lancaster, Preston, Blackpool etc.	Equitable allocation of housing across the settlements.	See council response to representations regarding SA1/13 Inskip Extension.
0960/P/01/C	Beecham Developments	SP1	N	Garstang has a lower percentage of growth than would be expected from its designation as a Key Service Centre, due to its constraints such as flood risk. This should be addressed by maximising the amount of housing development in Rural Service Centres such as Catterall. Beecham Developments object to Part 3 of Policy SP1 on the basis that the proposed level of housing fails to meet Objectively Assessed Need. We support the Council's choice of 479 as a realistic assessment of need, which takes a balanced view of the evidence and is consistent with the approach recommended in NPPF and PPG. However, as acknowledged by the Council, Policy SP1 only proposes to meet 86% of this identified requirement. The consequences of this are likely to be that economic growth will be constrained and that there will be a reduced impact on tackling housing affordability. The Council has made a choice to meet its identified employment land need in its entirety whilst failing to meet housing need, a choice which is not supported by the Framework or dictated by the character of potential sites. For example, land within mixed-use allocation SA3/2 has been identified for employment when it is eminently suitable for housing, as set out within our site-specific representation. The evidence base provides no justification for prioritising employment over housing. We object to the way in which the housing requirement is expressed as a precise number. The implied limit is contrary to Policy 47 of the Framework and to the positive application of draft Policy SP2 Sustainable Development. In contrast, Policy EP1 expresses the employment land requirement as a minimum.	It is essential that the wording is altered to refer to a minimum of 8,224 dwellings. This would be consistent with the approach by Inspectors in other Local Plans in which we have participated, most recently Cheshire East.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. As stated in para. 7.2.1 of the Plan the council has maximised the opportunities for residential development within the constraints identified, including highway capacity in the location of SA3/2, Joe Lane, Catterall. It is also noted that a "minimum" requirement is not appropriate in a position where a highway cap on development is in place. Site SA3/2 is allocated for mixed use development (housing and employment). The provision of employment on the site as part of the mix supports sustainable communities, providing opportunities for employment. The Employment Land Study identifies three distinct employment sub-markets and the employment allocated at SA3/2 contributes to the A6 corridor sub market.
0963/P/09/C	The Strategic Land Group (SLG)	SP1	Y	SLG supports the spatial strategy as advanced through the draft WLP.	None.	Noted

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					OAHN = Objectively Assessed Housing Need	
0968/P/05/C	Cabus Consortium	SP1	N	1) There is a need for a review of the level of growth to the working aged population the proposed objectively assessed needs figure of 479 dwellings per year would yield. This is important in ensuring that the Local Plan does not result in a loss to the working population, contrary to the Local Plan's proposed vision and objectives to plan for employment-led growth. Serious concerns that the currently proposed strategy has the potential to result in a decline in employment and is not sustainable. 2) The housing needs figure should be reviewed in the context of the affordable housing needs of the Borough, with an assessment of what uplift is necessary to boost the delivery of affordable housing towards its full delivery. 3) Object to the failure by the Council to meet its identified housing need in full. Do not believe that the highways constraints of the Borough warrant a cap of the level of development which takes place over the plan period. There are options available to the Council for further sites in sustainable locations accessible to public transport, at which new housing could be delivered. Such sites would provide the necessary boost in housing capacity required to meet the identified housing need in full. 4) Object to the distribution of development proposed within the Local Plan. This results in an under-delivery of growth for Garstang – the main settlement within the east of the Borough, with a good range of services, facilities, shops and employment opportunities, as well as excellent public transport links; those services are vital to the continued health of the rural east of the Borough. In light of the Council's perception of wider constraints across the Borough and Garstang's sustainability as a location to meet the development needs of the Borough the amount of development to be allocated at Garstang should be increased.	Housing Needs evidence should review the implications that adoption of 479 dwellings per year would have on the working aged population and consider whether an uplift should be applied on account of affordable housing need provision; The Council should adopt the objectively assessed needs figure as its housing requirement and failing this assess the implications of not doing so through its sustainability appraisal; The Council should justify its decision to adopt the "hybrid approach" for its spatial approach to development and assess this through its Sustainability Appraisal; Consider additional allocations at Garstang; Remove the proposed designation of the above Site as a 'Strategic Area of Separation'.	For matters relating to the OAHN please see the council response to the Objectively Assessed Housing Needs and housing supply. With regards to highway constraints, the council has taken on board evidence produced by Lancashire County Council which imposes a cap on residential development. As explained in the Site Allocations background paper, the council has identified sustainable allocations at Garstang up to the highway cap. In relation to the SA, see council response to 0968/P/06/D
0968/P/15/C	Cabus Consortium	SP1	N	Object to the designation of the land at East of Lancaster New Road as a "Strategic Area of Separation". Lack of any policy guidance or justification for what constitutes an area of separation worthy of protection within the Local Plan. Contended that there is an overwhelming lack of evidence to support the designation of 'Strategic Areas of Separation' within the Local Plan, nor to define what such an area is, or what its particular characteristics might be as a whole. Considered that there is no evidence relating to the importance of the proposed area as a 'Strategic Area of Separation' or evidence to support the importance of the unique identity, or distinct character of two or more settlements (in this case, Garstang and Cabus) which necessitates protection. Considered that there is an inconsistency of the policy approach within the Local Plan is the difference between policy SP1 and the interpretation of Green Belt Policy within the Local Plan such that if there are exceptional circumstances that support a review of the Green Belt and release of Green Belt sites, this logical can also be applied to justify the development of land adjacent to sustainable developments out with the Green Belt. In the case of the subject site, the Council has sought to attribute a level of protection against development in excess of that attributed to Green Belt land in circumstances where that land has never previously been protected for its contribution to the openness of a gap between settlements and is, as set out above, not considered to contribute to the distinct or unique identity of two individual settlements.	Delete Area of Separation.	Para. 5.2.2 of the Publication Draft Local Plan establishes the principle of SAoS. The council has also set out its position in the Green Belt and Strategic Areas of Separation Background Paper. It is considered that the use of SAoS as a strategic planning tool is entirely consistent with the national aim of actively managing patterns of growth to promote sustainable development and sustainable communities. Policy SP1 at point 7 makes it clear that development that would erode the openness and effectiveness of a SAoS will not be permitted. However this does not exclude development that does not fall foul of this policy imperative.
0975/P/03/C	Charles Camm	SP1	Y	Please ensure that any 'Strategic Areas of Separation' are protected from development. These are crucial to ensuring open land remains and for the environment.	None stated.	Policy SP1 prevents development that would erode the openness of the designated strategic areas of separation as identified on the Local Plan policies map.
0995/P/10/C	Inskip Residents' Action Group	SP1	N	Do not accept allocation of 255, therefore do not accept the change in settlement hierarchy from small rural settlement to main rural settlement. Support new development to be of an appropriate type and scale to the character of the settlement – this allows Inskip to support 55 dwellings committed, but object to the additional 200 which will alter Inskip's character and out of scale. Inskip should be identified as a small rural settlement. Refers to para 4 of policy SP1. Object to settlement boundary (which includes allocation for 200 homes and 55 committed) as it creates a scale and amount of development which is inappropriate to the village. Development harmful to village character and appearance. Smaller changes to settlement boundary could be achieved without one huge estate. Disproportionate level of growth in Inskip. Not positively prepared – housing allocations in excess of recent Government guidance. Allocations not based on councils existing settlement hierarchy. Not justified – relies on major development in unsustainable location. Other reasonable alternatives are available with cross boundary working. Not consistent with national policy – with core planning principles, sustainable development and aligning development and infrastructure.	Withdraw housing evidence and update with Government revised figures. SP1 and all housing allocations revised to reflect lower Government figure. Sites re-assessed based on sustainability criteria.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/10a/C	Inskip Residents' Action Group	SP1	Y	In respect of the rural parts of Inskip beyond village core, support paragraph 5 of Policy SP1	None stated	Noted
1026/P/03/GC	Ireland and Platt	SP1	n/a	Carleton have been excluded from the Settlement Hierarchy defined in Policy SP1. Our assumption is that the area is in fact classed as Poulton-le-Fylde, as the Green Belt Study considers much of parcel 20 as adjacent to the urban area, and seek clarification on this matter.	See summary.	For the purposes of the Local Plan, Carleton is considered to be part of Poulton-le-Fylde. The process of identifying settlements is explained in the Wyre Settlement Study published as part of the Local Plan evidence base.
0064/P/08/C	Peter Tarrant	SP2	N	The scale of proposed developments on much of the remaining open space within the settlement will preclude the policy objectives. Development since the 1990s within Thornton have not taken into account the importance of green infrastructure (GI) so even maximising GI on the new proposed developments will not achieve the objectives of and will be contrary to the NPPF Section 7.	Retrofit the existing developed areas with adequate GI and ensure all new developments fully comply with an adequate GI master plan, which is something that should form a key part of this Local Plan.	The Local Plan contains policy CDMP4 designed to protect Green Infrastructure (GI) from development subject to caveats including the possibility of appropriate mitigation. The policy also requires development, where appropriate, to make a positive contribution to the borough's Green Infrastructure, including on-site provision. The local plan also includes policy HP9 which requires the provision of GI within housing developments, including public open space, to set standards. It is acknowledged that for some categories of GI the Green Infrastructure Strategy shows a deficiency in Thornton. However "retrofitting" GI into the existing built area is not a function of the local plan. It is unclear what is meant by a "GI Masterplan" however the Wyre Green Infrastructure Strategy sets provides the evidence base for the above policies and details strategic priorities, a vision and objectives and specific project-based implementation framework.
0299/P/16/C	Associated British Ports	SP2	N	Overall support SP2, broadly consistent with NPPF. To make sound, criteria 6 should include reference to regenerating sites within the main settlements of the Borough (including Fleetwood).	Criteria 6 should include reference to regenerating sites within the main settlements of the Borough (including Fleetwood).	Agree, wording to be inserted to recognise that redeveloping previously developed land is part of sustainable development. Minor Modification: Insert wording in policy SP2 regarding previously developed land.
0343/P/03/GC	Highways England	SP2	n/a	Supportive of sustainable development as it can help encourage greater uptake of more sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0363/P/16/C	Taylor Wimpey UK	SP2	Y	TW broadly supports the provisions set out in Policy SP2 which translates the Frameworks presumption in favour of sustainable development at the local level. It is both necessary and appropriate for the Local Plan to embody the positive messages contained within the Framework.	None.	Noted

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0395/P/09/C	CPRE Lancashire	SP2	N	We are generally supportive of the policy that takes a positive approach in favour of sustainable development contained in the NPPF. But, as there is no definition in the NPPF of what sustainable development is, yet this is the basis for decision-making and the absence has caused endless debate.	We recommend the Brundtland Commission: "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs" to be inserted into policy SP2.	Para 6 of the NPPF defines the Government's view of what sustainable development means in practice for the planning system.
0412/P/05/C	Forton Parish Council	SP2	N	Forton PC support point 6 bullet 5, minimising the need to travel. However, this aim is contradicted by the extent of development proposed in rural areas resulting in a significantly higher car usage.	None.	The allocations at Forton are located or close to the A6 which hosts a regular bus service to key settlements such as Garstang and, outside of the borough, Lancaster and Preston. This provides access to services and facilities and employment opportunities.
0424/P/02C	Judith Hargreaves	SP2	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	The following policy needs to be amended either for greater consistency with Policies SP1c and SP4.1 or to emphasise and thereby give added weight to the aforementioned policies. Policy SP2.6 bullet point 1 delete "including in the rural areas". Reason: It is unclear why economic growth in the rural areas has been emphasised. There is potential that Policy SP1c and SP4.1 will not be given due weight. Alternatively, if the reference to the rural areas refers to a policy, that policy should be referenced and the policy should be compatible with Policies SP1c and SP4.1.	Wyre is a largely rural borough and as such it is considered that emphasising the rural economy is an appropriate policy response. The Local Plan should be read as a whole and as such there is no necessity to cross-referencing to other policies in the plan as suggested.
0510/P/07/GC	Save Our Scorton Residents' Association	SP2	n/a	Particularly relevant to Scorton, the Borough's ability to improve the health and well-being of local residents depends in part on it safeguarding its opportunities for informal recreation. Maintaining the attraction of walking in the Bowland Fells from Scorton or along the Millennium Way is dependent in large part on the character, landscape setting and heritage of the village of Scorton being protected. Speculative housing developments such as the current application (177/00344/FULMAJ) on Gubberford Lane pose a very real threat in this respect.	None	Noted
0550/P/03/C	GQ Parker	SP2	N	The scale of housing development that has taken place within the previous 5 years or is currently underway from Forton in the north to Catterall in the south along the A6 corridor has shown that local community services of which education provision, health and community facilities are particularly significant are already seriously deficient, evidence of which is shown by the number of children allocated to schools outside their community boundaries, a grossly over stretched health centre and little if any community facilities capable of supporting a 40% increase in the size of the community expected within the next 5 years - serious questions should be raised as to the sustainability of the housing allocation planned in this local area. The level of traffic on the A6 is at or close to the existing maximum at peak hours - any interruption of restriction in the flow of traffic results in long queues forming - strongly suggests that the planned large scale development along the A6 is unsustainable in the longer term. With the size of new housing development to the North of Preston, and east and west of the M6, essential that in developing the Plan greater consideration is given to interfacing the Wyre Borough Plan with Preston, Lancaster and the Lancashire County Councils. A further concern is that much development lies in Flood Zone 1. The scale and speed of drainage into the river system is expected to significantly increase with more development - creates enhanced danger that at times when precipitation is heavy, the levels and speed of flooding becomes dangerous and highly disruptive. Development on identifiable flood plains on land adjacent to Flood Plains 2 and 3 is unsafe and needs to be severely limited - particularly applies to proposed development in and close to Bowgreave and Catterall.	Limit housing allocations along the A6 corridor, such that local infrastructure can be either grown or if not possible, limited and developed at a pace which enables appropriate infrastructure facilities and services to be kept in sync with local needs.	Housing allocations along the A6 corridor are informed by the local plan highway evidence produced by Lancashire County Council and by a Level 2 the Strategic Flood Risk Assessment. The majority of sites either have planning permission or have been "Mined to Approve" by the council subject to the signing of legal agreements. The council is working with service providers to identify the infrastructure implications of development. This includes the health and education sectors. The applications referred to above will make financial contributions to infrastructure requirements including education provision and highway works. It is noted that Flood Zone 1 is the area of least flooding risk. The Local Plan contains policies to address drainage and flooding matters.
0645/P/08/GC	Nether Wyresdale Parish Council	SP2	n/a	It is appreciated that some of the wording contained within the policy and its justification is drawn from the NPPF. However, in the context of the Plan, in the case of Wyre, suggest an approach that provides a more considered planning balance.	Amend SP2 3 (a) to read 'Any adverse impact as a result of granting planning permission would outweigh the benefits of the development, when assessed against the National Planning Policy Framework taken as a whole would not be granted.	Local authorities are required by national planning policy to "plan positively" for the development and infrastructure required in an area. The suggested wording is contrary to that guidance and does not materially improve the content of the Plan.
0645/P/09/GC	Nether Wyresdale Parish Council	SP2	n/a	For development to meet the test of sustainability it should fulfil the three strands of sustainable development.	Amend SP2 (5) "Where there is a conflict..... solutions will be sought to achieve sustainability. In the absence of satisfactory solutions, development will be deemed to be unsustainable and planning permission will be refused".	The policy as written appropriately seeks to ensure that development contributes to the three strands of "sustainable development" are taken into account when delivering development. Any approval or refusal of planning permission will need to identify and balance all material considerations, including compliance with the policies of the Local Plan. As such a policy suggesting a refusal in the manner described is inappropriate.
0659/P/12/C	Inskip with Sowerby Parish Council	SP2	N	The Wyre Local Plan should reflect the National Planning Policy Framework in delivering sustainable development. There is a lack of local infrastructure and services at Inskip and lack of job opportunities. As a result the level of development proposed in the Wyre Local Plan is totally unsustainable. Unsound: The Plan is not justified and not consistent with the NPPF on the basis that the level of development proposed at Inskip is not sustainable.	The Wyre Local Plan needs to offer a level of development that is sustainable and is commensurate with the extremely modest infrastructure delivered in this remote rural setting (up to 50 additional dwellings maximum).	See council response to representations regarding SA1/13 Inskip Extension.
0808/P/07/GC	Story Homes	SP2	n/a	Supportive of this policy. The approach taken to sustainable development is consistent with that of NPPF para. 14 with additional local guidance provided to add clarity and certainty to applicants as to how the Council will assess the compliance of development proposals with Paragraph 14 of the NPPF.	None	Noted
0941/P/06/C	Gladman Development	SP2	Y	Gladman are fully supportive of the direction taken in policy SP2, which affirms the Council's commitment to making local planning decisions based on the delivery of sustainable development. This should provide assurance of a local approach to planning that will actively seek to improve the social, environmental and economic wellbeing of the area.	None.	Noted

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0954/P/01/C	De Pol Associates Ltd	SP2	N	Policy SP2 aims to reflect the NPPF and refers to para 14 and 15. We object to certain aspects of the policy as follows: Para 7 of the NPPF defines that there are three dimensions to sustainable development: economic, social and environmental. The NPPF does not require planning proposals to deliver equally on every dimension. Development can be sustainable when it delivers on two of the dimensions. Refers to criterion 4. The NPPF refers to "sustainable communities" only once (para 131) which appears to bear little relevance to the context of policy SP2. Sustainability is as defined as per NPPF para 7 of which location and accessibility are only two discrete aspects of much wider considerations. In our view, it is inappropriate to give primacy to these two finite considerations over and above the other aspects. Criterion 5 imposes higher thresholds than the NPPF and appears contradictory, demanding that proposals seek to reconcile and overcome conflicts between the dimensions. This is also unrealistic on certain sites as there may be no opportunity to entirely 'solve' the conflict with the environmental dimension. Instead, it must be acknowledged that the social and economic roles played by the development are sufficient to allow the development to be 'sustainable' nonetheless.	Criterion 4 and 5, whilst perhaps well-intentioned, add no tangible value to decision making. Accordingly, for the plan to be sound, these criteria should be deleted from the policy.	The council are of the view that creating sustainable communities exactly reflects the overall purpose of national planning policies. In a large rural borough with a large rural hinterland which incorporates a considerable number of individual settlements it is entirely appropriate for the local plan to identify the location and accessibility of developments as particular matters to be considered within the context of sustainability. The NPPF makes it clear that the three dimensions to sustainable development - economic, social and environmental - are mutually dependent and should not be considered in isolation (NPPF, para. 8). It is therefore appropriate that development seeks to address all three elements.
0995/P/11/C	Inskip Residents' Action Group	SP2	N	SP2 – the eight principles are too vague for plan and decision making on planning applications. The large Inskip allocation will have a significant impact on climate change due to new residents commuting. Smaller scale individual developments more effective and sustainable role in mitigating the causes and adapting to the effects of climate change. Should provide a guide to appropriate distance to access local services and amenities, then assess sites against this to establish sustainability - this approach could be used to inform the sustainability appraisal. Refers to NPPF para 6 – Local Plan departs from contributing to sustainable development. No transparent manner to site selection. Inskip allocation fails to satisfy any reasonable test of sustainable development. Refers to NPPF para 14 – allocation at Inskip has adverse impact on sustainability, adverse visual harm, loss of land for agriculture and food production and need for post Brexit food production, adverse impact on residents from additional traffic and loss of amenity. Refers to NPPF para 17, bullet point 7 – characteristics of local landscape is an important feature. Refer to NPPF para 47 and 49 – boost supply of housing with a presumption in favour of sustainable development, the Inskip allocation is not sustainable compared to urban locations. Site does not meet basic sustainability criteria for services and facilities. Refers to NPPF para 7 and three dimensions of sustainable development: <i>Economic role</i> – no facilities and services, provision of shop through allocation does not resolve this, if operated by major chain will put independence shops in other villages out of business. New residents will need to commute to jobs. Economic benefit of agriculture overlooked. <i>Environmental role</i> – Inskip has high quality built and natural environment, views across to fell and landscape are valued. Allocation would fail to conserve landscape character and quality, estate development will not integrate. Have to travel to services and facilities, Inskip not sustainable, impact on climate change. <i>Social role</i> – loss of open countryside views. Surrounded by countryside creates a sense of place, safety and security. These support systems and community cohesion will be at risk. Enhancement of these community characteristics is an appropriate matter in plan making. Development is unsustainable. Not positively prepared, not justified or effective. Not consistent with national policy – development not sustainable.	Rewrite policy SP2 – this does not comply with policy SP1. More criteria needed to assess sustainable development. Delete further proposals for 200 homes.	See council response to representations regarding SA1/13 Inskip Extension. Policy SP2 is a strategic policy that sets out the overall strategic framework for development. The Local Plan should be read as a whole and all policies are important in delivering the Local Plan Strategy. The Local Plan has to balance a number of competing social, economic and environmental matters in the achievement of sustainable development. The site assessment criteria used in the Local Plan Sustainability Appraisal is set out in appendix E which considers site allocations against the three dimension of sustainable development. In relation to provision of a shop, there is no existing convenience provision within the settlement of Inskip. To assist the community in meeting its day to day needs and enhance sustainability, a small convenience store is proposed as part of the allocation. The size of the convenience store is limited to ensure the development does not have an unacceptable impact upon the health and viability of existing centres. The allocation at Inskip will not lead to urban sprawl. Land located outside the settlement boundary will remain as countryside. In relation to safety and security, policy CDMP3(d) requires developments to be designed to create safe and secure environments that minimise the opportunities for crime and promote community safety. In relation to community cohesion, the key development considerations in SA1/13(8) provides the opportunity for further community cohesion through the enhancement of community facilities where necessary.
0343/P/04/GC	Highways England	SP3	n/a	Support development being delivered within existing settlement boundaries and also in a sustainable manner. As above, this can help encourage greater uptake of sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0344/P/05/GC	Historic England	SP3	n/a	Policy SP3 Green Belt – the plan should recognise that some such buildings may be heritage assets (designated or otherwise) and that their significance should also be safeguarded where re-use is being considered.	See summary.	Policy CDMP6 covers the concerns in relation to Policy EP12.
0395/P/10/C	CPRE Lancashire	SP3	N	CPRE Lancashire is opposed to any Green Belt loss where exceptional circumstances do not exist. We argue that Green Belt loss is unjustified as the housing and employment are 'artificially high', based on highly improbable growth projections. The approach to Green Belt protection by Wyre Borough Council is in our view very weak, and we recommend a tightening up of the policy wording for SP3 Green Belt. There is only 750 hectares of designated Green Belt serving the important purpose of keeping land permanently open around the built up areas. Nibbling at the Green Belt in our view would harm the Green Belt purpose, and is contrary to national planning policy.	None	The remit of the Green Belt Study (2016) was to undertake a local review to consider whether land included within the defined Green Belt continues to serve the purposes defined in the NPPF. In the circumstances pertaining to Wyre the recommendation to release three sites from Green Belt was made regardless of any pressure to allocate land for future development. It was made on the basis of evidence which concluded that the sites only made a limited contribution to Green Belt and therefore they did not fulfil the purposes of Green Belt as defined in the NPPF. This was considered to be the exceptional circumstance and furthermore their removal would produce a more sustainable outcome of planned development within Wyre. The representation does not indicate why the wording in policy SP3 is weak or how the policy should be tightened. The council considers the policy to be robust.
0794b/P/04/C	Wainhomes (North West) Ltd	SP3	N	We object to the designation of our client's land at Normoss Road, Poulton and therefore the draft policies map which defines the site within the Green Belt. We consider that an objection to Policy SP3 should be made at this stage as it is predicated on the policies map which defines the Green Belt in Wyre.	Delete land from the Green Belt.	The Green Belt has been reviewed as part of the Local Plan evidence base. The review considers the land referred to as a functional part of a larger area (parcel 24) of Green Belt separating Poulton-le-Fylde and Blackpool.
0808/P/08/GC	Story Homes	SP3	n/a	1) Under Part 3 e) of this policy the construction of new buildings within the Green Belt is considered inappropriate except for limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan. Policy HP7 provides the Council's policy in relation to rural exemptions but this policy makes no reference to Green Belt land. It is therefore unclear whether this policy applies to Green Belt land or not. The Council should clarify this matter. 2) Parts 5 and 6 of the Policy name educational establishments and infrastructure development as further exceptions to inappropriate development of the Green Belt. This is a positive move that will ensure that the Local Plan is better equipped in responding to the economic and social needs of the plan area. The upfront presentation of these exceptional forms of development will add certainty to applicants and will serve to significantly de-risk the planning process. 3) There is need for further housing allocations within Wyre. This may require the need for additional Green Belt releases. The Green Belt boundaries identified do not sufficiently respond to this context and may be subject to need for further revision. 4) No safeguarded land identified for future development needs beyond the plan period. The Green Belt tightly constrains the future development of some of the Borough's most sustainable locations. In order to secure a sustainable pattern of development in the future it is likely that there will be a need for further releases of land from within the Green Belt. The NPPF is clear that Plan makers should be confident that Green Belt boundaries established within Local Plans are long lasting for a time beyond the emerging plan period (see Paragraph 85 of the NPPF). The identification of Safeguarded Land through the current Local Plan would be consistent with this national policy approach.	Clarify policy intent regarding affordable housing.	The council will clarify the relationship between SP3 and HP7 regarding rural exceptions. The Green Belt policy SP3 will be amended to reflect the position that its provisions in relation to affordable housing are subject to the provisions of HP7. The council are of the view that the Green Belt boundary is sustainable in the longer term. The boundary has been amended and new land identified to meet the housing needs of the population. Minor Modification: Amend SP3 to ensure the affordable housing provisions are subject to HP7.

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0944/P/04/C	Applethwaite Ltd	SP3	Y	Supports the release of SHLAA site PFY 65, together with the whole of wider land area forming the proposed Site Allocation SA1/8 and the whole of Green Belt Parcel 20, on the basis that a Green Belt Review has been undertaken and exceptional circumstances exist to justify the release of sites from the Green Belt to meet objectively assessed housing needs.	None	Noted	
0953/P/09/C	Telereal Trillium	SP3	N	Telereal Trillium does not consider the objective of maintain a Green Belt to be unsound but must be fit for purpose. Telereal Trillium considers, to be sound, it is essential that the Local Plan does not overlook the additional amendment required to enable the whole of its committed land at Norcross Lane, Norcross to be included within the proposed development SA1/11.	The 0.93ha area of land on Norcross Lane under the approved permission (13/00200) should be removed from the Green Belt.	The Green Belt has been reviewed as part of the Local Plan evidence base. The review considers the land referred to as a functional part of the Green Belt preventing neighbouring towns (Cleveleys and Thornton) from merging together.	
0963/P/04/C	The Strategic Land Group (SLG)	SP3	N	SLG consider the inclusion of parts (2), (5) and (6) of the draft policy are unnecessary and inconsistent in national policy on Green Belt. WBC appears to be introducing new policy in respect of development in the Green Belt which is fundamentally at odds with national planning policy and therefore unsound.	See summary.	SP3(2) is in line with national policy as it refers to openness (a key characteristic of the Green Belt) and the purposes of the Green Belt. In relation to SP3(5) the borough has educational establishments in the Green Belt and as such it is appropriate that their effective operation is recognised. SP3(6) recognises the reality that utility infrastructure work may be required in Green Belt locations.	
1023/P/04/GC	Fleetwood Civic Society	SP3	n/a	Retain as much of the green belt as possible in order to protect nature and for residents wellbeing/health.	None.	Noted	
0645/P/10/GC	Nether Wyresdale Parish Council	Strategic Policies 5.5 Countryside Areas	n/a	It is considered that the virtues and purpose of the countryside should be extended in the pre-policy text to refer to its importance to agriculture as a productive resource and the associated benefits in respect of the management of the landscape containing specific features and interrelationships. The character of the open countryside often plays an important role in providing for an important rural setting often helping define the character of settlements.	Reference to the importance of the countryside (areas) be further amplified to include its other purposes and attributes.	It is important that for reasons of readability and usability the Plan provides a clear and succinct expression of planning policy. The introductory sections to policies are designed to provide brief contextual text. Farming is recognised as having an economic function within the countryside, although the council recognise that this is a simplification of the reality. However many aspects of the countryside are multi-functional or serve different purposes and as such it would be inappropriate to identify one element over others and provide additional detail.	
0510/P/08/GC	Save Our Scorton Residents' Association	Strategic Policies Para. 5.5.1	n/a	Introductory paragraph to SP4 - para. 5.5.1 should make reference to health and wellbeing. This is equally important as the social interaction benefits of countryside recreation.	See summary.	Paragraph 5.5.1 provides a short introduction to the following countryside policy (SP4). It is not intended to provide a comprehensive explanation of the benefits that can be accredited to the countryside. Enjoyment and social interaction are in themselves linked to physical and mental health benefits. It is therefore unnecessary to adopt the suggested amendment.	
0172/P/05/C	Dawdew Salad Ltd	SP4	N	Details for the site's designation of a Countryside Area as opposed to land designated for housing allocation were not included within the Local Plan and therefore has not been justified. In response to Section 5.5.1, a full habitat survey has been undertaken for the area of the proposed site, and whilst the site contains wildlife it has been concluded that the impacts of the proposed development can be mitigated and the development will not have any direct adverse effect on the designated wildlife sites that are within a 2km area of the site. A detailed representation document also submitted included access, drainage, landscape, ecology and biodiversity and masterplanning details.	We would require that the Countryside Area allocation (SP4) to be redefined to include the land as suitable for residential development, as previously seen in prior Local Plan amendments to include allocation for residential development on the site (refer to the additional Representation Document for further details).	The council has identified land for development in accordance with the evidence base, including that relating to highways capacity and flood risk. The fact that the council cannot meet its OAHN is reflective of this evidence base and does not justify additional allocations or amendments to the countryside boundary.	
0344/P/06/GC	Historic England	SP4	n/a	Policy SP4(2)(f): Countryside Areas – supports the re-use/refurbishment of listed buildings or institutional buildings set within their own grounds. The policy appears to prohibit, however, any other form of new development which is essential to the continued future of any other heritage asset (designated or otherwise) or any other listed building without a substantial curtilage. It is not clear if this is in fact the intention.	See summary.	It is the intention of policy SP4 to limit new development that would be acceptable within designated countryside areas to the categories set out within the policy. The Development Plan is the starting point in the consideration of planning applications. The need for new development which would be contrary to policy SP4 but which is essential for the continued future of a heritage asset would be a material consideration to be weighed in the balance in determining a particular planning application.	
0344/P/07/GC	Historic England	SP4	n/a	Policy SP4(4)(b) and (c): Countryside Areas – the plan should recognise that some such buildings may be heritage assets and that their significance should also be safeguarded where re-use/conversion is being considered.	See summary.	The safeguarding of heritage assets is addressed in detail through Policy CDMPS - it is not necessary to replicate its intent throughout the Plan.	
0363/P/05/C	Taylor Wimpey UK	SP4	N	TW broadly supports the principle of defining the Countryside Areas across the Borough. However, the Council should reconsider the extent of land within the Borough which is designated as countryside to ensure it can to meet its OAHN in full. The boundaries of the Borough's settlements remain tightly drawn. TW therefore considers that the Council has failed to recognise that the sustainable development of greenfield land is an important and necessary component of the housing land supply in the Borough and objects to Policy SP4 on this basis. In failing to allocate sufficient land to deliver the OAHN in full, the Council is setting the Local Plan up to fail and also risks undermining the principle of Policy SP4. TW therefore requests that the Council reconsiders the extent of the Countryside Areas to ensure that it is supporting sustainable development and making every effort to meet development needs. Garstang makes a limited contribution to the setting and character of the countryside. It is therefore TW's view that the Countryside Area around Garstang should be revised to allow for the proposed allocation at Cockerham Road (Site SA1/16) to be extended and allocated for residential development.	TW requests that: 1. The Council reconsiders the settlement boundaries and allocates additional land housing development to meet the OAHN in full; and, 2. The Council allocates the land interest at Cockerham Road, Garstang for housing development within the Local Plan.	The council has identified land for development in accordance with the evidence base, including that relating to highways capacity and flood risk. The fact that the council cannot meet its OAHN is reflective of this evidence base and does not justify additional allocations.	
0395/P/11/C	CPRE Lancashire	SP4	N	SP4 Countryside Areas sets out the policy for rural areas and we are broadly supportive. However, we do recommend a tightening up of the policy wording to ensure that local plan policy protection for rural areas is fully enshrined, and that there are not too many loopholes for development harmful to rural landscapes and local character to be clumsily waved through.	None	The representation does not indicate how the policy wording should be tightened. The council considers the policy to be robust. The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside.	
0412/P/06/C	Forton Parish Council	SP4	Y	Forton PC welcomes and supports the aim expressed in point one.	None	Noted	
0424/P/03/C	Judith Hargreaves	SP4	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	The following policy needs to be amended either for greater consistency with Policies SP1c and SP4.1 or to emphasise and thereby give added weight to the aforementioned policies. Policy SP4.5: delete "it will secure" and replace with "there is no other viable alternative to secure"	Policy SP4(5) allows the conversion of an existing building in an unsustainable location to be balanced against the need to secure buildings of heritage value. Any proposed conversion will be required to address the test set out in SP4(4) which identifies a list of preferred uses in priority order. The proposed wording is therefore superfluous to the policy intent.	
0510/P/09/GC	Save Our Scorton Residents' Association	SP4	n/a	Policy supported.	None	Noted	

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0645/P/11/GC	Nether Wyresdale Parish Council	SP4	n/a	Support the conversion of appropriate buildings into alternative uses subject to an assessment of the environmental implications being taken fully into account. The idea of prioritising uses for redundant buildings is also supported. However, the criteria for considering the potential impacts of conversions, particularly within areas of sensitive landscape, should be more onerous. There is a distinction to be made between the potential for a buildings to be used for supporting agriculture or rural enterprise and residential conversions. Qualitative assessment should be required in respect of residential conversions. Residential conversions of redundant agricultural buildings would result in isolated residential development and be 'non-sustainable' for this reason. There should be exceptional reasons for residential use being permitted to form a new planning unit. Albeit the lowest 'priority' use, SP4 would permit residential conversion provided that the development would result "in an enhancement to the immediate setting". In the case of a redundant building the notion of enhancement to the setting would be easy to demonstrate, irrespective of the quality of the building proposed for conversion. Additional concerns in respect of residential conversions is the impact of domestic curtilages, enclosure, pressure for additional extensions and other buildings and the loss of traditional character.	The criteria for residential conversions for redundant buildings fully take account of the condition, integrity, and architectural quality, appropriateness for conversion without extension, character and contribution the building makes to the landscape setting. It is also essential that the building can be satisfactorily converted in all respects without any adverse impact on its character, immediate setting and broader landscape.	The council are of the view that the policy appropriately balances the need to preserve the countryside and need to ensure that the borough's heritage is protected and enhanced. In terms of residential use, the policy is clear that this is the least preferable use out of those listed as there is a hierarchy of potential uses where a conversion is proposed. However there is no national policy support for a blanket ban on residential conversions in the countryside. It is noted that the policy at point (6) addresses the matter of permitted development rights.
0808/P/09/C	Story Homes	SP4	N	The policy should be amended to remove its aims of protecting the countryside for its own sake - inconsistent with the presumption in favour of sustainable development. The policy should be refocused to ensure development in the countryside is of a scale and location which provides for a sustainable pattern of development, and make clear the actions of the Council in the event of an absent five year supply.	Amend Policy SP4 to remove its aims of protecting the countryside for its own sake. Clarify the use of SP4 in the absence of a five year supply.	Policy SP4 is consistent with the NPPF which seeks to protect and enhance the natural environment recognising the intrinsic character and beauty of the countryside. The Plan, through policy SP4 recognises that certain developments may be necessary in the countryside and provides policy guidance in this regard. Taken as a whole, the Plan balances sustainable development needs, constraints and the protection of the countryside. In a situation of the absence of a five year supply planning applications will be judged against the Local Plan and any other material considerations, including any extant national planning advice.
0865/P/03/C	Christine Ruth Kirby	SP4	N	The proposed field is top quality agricultural land. Reference is made to para 112 NPPF. (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	Use lower quality agricultural land.	See council response to representations regarding SA1/13 Inskip Extension.
0941/P/07/C	Gladman Development	SP4	N	The current wording of policy SP4 is not consistent with the approach required by paragraph 113 of the Framework which refers to the need for criteria based policies in relation to proposals affecting protected wildlife or geodiversity sites or landscape areas, and that protection should be commensurate with their status and gives the appropriate weight to their importance and contribution to wider networks. As currently drafted, Gladman do not consider that this policy aligns with the requirements of national policy given that it seeks to protect the countryside for its own sake. A blanket restriction to development in the countryside would not accord with the requirements of national policy or PPG which makes clear that all settlements can play a role in delivering sustainable development in rural areas --- and so blanket policies restricting housing development in some settlements and preventing other settlements from expanding should be avoided unless their use can be supported by robust evidence.	See summary.	Policy SP4 is consistent with the NPPF which seeks to protect and enhance the natural environment recognising the intrinsic character and beauty of the countryside. The Plan, through policy SP4 recognises that certain developments may be necessary in the countryside and provides policy guidance in this regard. Taken as a whole, the Plan balances sustainable development needs, constraints and the protection of the countryside. In a situation of the absence of a five year supply planning applications will be judged against the Local Plan and any other material considerations, including any extant national planning advice.
0949/P/03/C	Pure Leisure Group Ltd	SP4	N	The policy refers to protecting the "open" character of the countryside. Openness and permanence are essential characteristics associated with Green Belts (NPPF paragraph 79) and it is inappropriate for policy SP4 to imply this level of restriction. The suggestion in criterion 2 that planning permission "will only" be granted for the uses specifically identified is the policy is also contrary to the NPPF. Moreover, the list does not include developments which are expressly stated as being suitable for rural locations, as per NPPF paras 17, 25, 28, 55. For reasons set out in the related representation to policy EP9, it is also considered that any such list should include new holiday accommodation. Unsound as it fails the following NPPF 182 tests: <ul style="list-style-type: none"> Positively prepared. The policy places unreasonable and unjustified barriers to potentially sustainable development which could secure positive economic, social and environmental benefits in line with NPPF policy. Consistent with the national policy. The policy is not consistent with the NPPF 151 and 14 requirements to have a presumption in favour of sustainable development. It fails to apply the cost/benefit analysis approach enshrined in NPPF and could preclude sustainable development in conflict with NPPF. Justified. The Council have not robustly demonstrated why such a prescriptive and restrictive policy is justified. 	Criteria 1 and 2 should be modified to reflect the comments made above.	The policy is part of a positive broader strategy to achieve sustainable patterns of development within the plan area, directing development towards the existing defined settlements, balancing opportunities and constraints and taking into account both the development needs of the borough and need to protect and enhance the natural environment. As a result of this balancing exercise, the policy does not impose a 'blanket ban' on development outside settlement boundaries, but instead allows appropriate uses consistent with the NPPF. The uses listed in SP4(2) are subject to SP4(1). However it is accepted that the policy wording could be clearer in this regard. The council disagrees with the contention that the policy disallows "rural" uses considered to be suitable in such a location. Further, the term "rural" can include settlements outside of the defined countryside. Policy EP9 is updated under representation 0949/P/02/C to remove reference to "Extension to" Holiday Accommodation. As such, the council has amended SP4(2c) to refer to "Holiday Accommodation". Minor Modification: Amend SP4 (1) to allow development (as listed in SP4 (2)). Minor Modification: Update policy wording in SP4(2c) to refer to - "Holiday Accommodation". Minor Modification: Update policy wording in SP4 (4.4) to state "..... subject to Policy EP9 (Holiday Accommodation)"
0954/P/02/C	De Pol Associates Ltd	SP4	N	Criterion 1 is a restrictive policy that directly contradicts criterion 2 which refers to a list of developments which the Council considers suitable. Taking account of the intrinsic character and beauty of the countryside as part of a balancing exercise where the economic, social and environmental impacts of a development are taken into account, is not the same as placing an absolute preclusion on development. Openness and permanence are essential characteristics associated with Green Belts (NPPF 79) and it is inappropriate for policy SP4 to imply this level of restriction to countryside designations. Simply because a development may have some adverse impacts on the 'open and rural character' of the countryside, it does not automatically mean it is unsustainable. Criterion 2 stipulates a list of developments which are appropriate in Countryside locations and developments falling outside the scope of the list will be refused, this is contrary to NPPF. The list does not include developments which are expressly stated as being suitable for rural locations as per NPPF 17, 25, 28, 55. The 'priority order' ranking set out in Criterion 4 is not consistent with the NPPF. Landowners should not be made to 'rule out' employment uses where there are clear market signals and evidenced needs, for example the pressing requirement to meet the Boroughs housing demands as per NPPF 47. NPPF 55 confirms that this includes buildings in the countryside/rural areas, as it identifies the re-use of redundant or disused buildings as one of the circumstances where new isolated homes in the countryside is allowed. No text or footnote to NPPF 55 to suggest that this policy does not apply to buildings in an AONB and NPPF 115 & 116 (which specifically relate to AONB) do not state that NPPF 55 does not apply. Moreover, there is no suggestion that para 55 applies only where it is not suitable for an alternative use; the emerging policy wrongly imposes stricter tests. Permitted development rights have been freed to facilitate the conversion of redundant and under-used non-residential buildings into new homes, including agricultural buildings in the countryside (Part 3 Class Q of the Town and Country Planning GDPO). Class Q is a clear indication of the Govt's steer to make full use of vacant agricultural buildings to deliver rural housing. Consideration must be given to the fact that the Council are proposing to adopt a policy which prevents development of new housing, whilst simultaneously failing to allocate enough land to meet their OAHN. Therefore, is it justified and appropriate to adopt policy which precludes development of land which might otherwise contribute toward meeting housing needs.	Criterion 1 is unnecessary and therefore the policy is unsound and should be deleted. As drafted, the policy is currently unsound and should be amended. If the policy is to be retained, we consider that at the very minimum it should be re-worded so as give it positive application, rather than prohibitive effects (i.e. "development will be allowed for the following [insert list]"). The amended list should be expanded to include: <ul style="list-style-type: none"> Office developments of a suitably small scale, whether by conversion or new build, where other core development plan policies are satisfied (as per NPPF para 25); Limited scale of residential development in the Countryside (as per NPPF para 55); Development and/or redevelopment of land in a manner that would, as a matter of planning judgement, result in an enhancement to the rural character of the area; The reuse of existing buildings which are of permanent and substantial construction where in a sustainable location and core development plan policies are satisfied; New holiday accommodation of a suitable scale and location. Criterion 4 of Policy SP4 is unsound because it is not positively prepared; justified and consistent with national policy as per NPPF 182. This criterion must be either removed from the policy or substantially re-written to overcome the criticisms set out above.	The policy is part of a positive broader strategy to achieve sustainable patterns of development within the plan area, directing development towards the existing defined settlements, balancing opportunities and constraints and taking into account both the development needs of the borough and need to protect and enhance the natural environment. As a result of this balancing exercise, the policy does not impose a 'blanket ban' on development outside settlement boundaries, but instead allows appropriate uses consistent with the NPPF. The uses listed in SP4(2) are subject to SP4(1). However it is accepted that the policy wording could be clearer in this regard. The council disagrees with the contention that the policy disallows "rural" uses considered to be suitable in such a location. Further, the term "rural" can include settlements outside of the defined countryside. The priority given to employment uses is entirely in-line with national planning policy which seeks to support rural economies. Protecting the countryside 'for its own sake' chimes with the NPPF Core Principle of recognising the 'intrinsic character and beauty of the countryside' in decision-taking. In relation to PD rights, the policy is clear that the removal of such rights applies "in appropriate cases". Minor Modification: Amend SP4 (1) to allow development (as listed in SP4 (2)).

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0954/P/08/C	De Pol Associates Ltd	SP4	N	Criterion 6) does not conform with para 206 of the NPPF and the need to demonstrate exceptional circumstances where removal of PD rights is contemplated by the LPA. Moreover, if the Government has not considered it appropriate to curtail or reduce the scope PD rights in the greenbelt (as they have in AONBs), then the Council should not unilaterally take this action themselves. Planning appeal decision ref. APP/A1910/A/08/2083993 (Appendix 1) confirms that removing permitted development rights solely by reference to a local plan policy without any other exceptional justification does not accord with the Secretary of State's approach to giving householders specific freedoms to extend their homes and develop within the curtilage of their properties. Additionally, Planning appeal decision ref. APP/H0928/A/13/2202194 (Appendix 2) including an adverse costs award against the Local Planning Authority, is clear that a class-by-class analysis of the potential impacts of development which could be carried out under the GPDO must be carried out to justify removal of any of the specific freedoms. It would not therefore be suitable to simply remove all PD rights in any case.	We consider that the policy, as drafted, is unsound and as per paras 151 and 182 of the NPPF, it must be amended so that it conforms with the NPPF para 206 on the use of conditions. The proposed policy wording should be amended to ensure that PD rights are only removed in exceptional circumstances and even in such instance, a class-by-class analysis to the removal of PD rights is undertaken and such matters raised, and the imposition of such conditions is agreed in advance with the applicant beforehand.	In relation to PD rights, the policy is clear that the removal of such rights applies "in appropriate cases" and does not impose or suggest a blanket removal.
0962/P/07/C	Metacre Ltd	SP4	N	1) The case in Anita Coleman v SoS for CLG [2013] EWHC 1138 (admin) confirms that for a policy to be consistent with the NPPF, it must adopt a cost/benefit analysis approach and cannot impose the sort of absolute preclusion being suggested in SP4, i.e. that no development is acceptable if it has an adverse impact on the open and rural character. This is just one element in the balancing exercise and just because a development may have an adverse impact does not mean it is necessarily unsustainable. 2) The policy refers to protecting the "open" character of the countryside. Openness and permanence are essential characteristics associated with Green Belts (NPPF paragraph 79) and it is inappropriate for policy SP4 to imply this level of restriction to countryside designations. 3) The suggestion in criterion 2 that planning permission "will only" be granted for the uses specifically identified is the policy is also contrary to the NPPF for the same reasons as stated above. Indeed the policy, as worded, could have adverse effects on the market's ability to promote a range of appropriate developments which add to diversity and enhance the rural economy in a positive way. Moreover, the list does not include developments which are expressly stated as being suitable for rural locations, as per NPPF paras 17, 25, 28, 55. If the policy is to include a list of potentially acceptable uses within the countryside then it should be done so in a positive, rather than prohibitive way.	See summary	The policy is part of a broader strategy to achieve sustainable patterns of development within the plan area, directing development towards the existing defined settlements, balancing opportunities and constraints and taking into account both the development needs of the borough and need to protect and enhance the natural environment. As a result of this balancing exercise, the policy does not impose a 'blanket ban' on development outside settlement boundaries, but instead allows appropriate uses. Protecting the countryside 'for its own sake' chimes with the NPPF Core Principle of recognising the 'intrinsic character and beauty of the countryside' in decision-taking.
0963/P/05/C	The Strategic Land Group (SLG)	SP4	N	SLG consider that part (1) of this policy is inconsistent with national policy. One of the Framework's core planning principles includes a reference to "recognising the intrinsic character and beauty of the countryside". While this needs to be recognised, the Framework no longer uses the phraseology of "protecting the countryside for its own sake". Protection is a term now applied to designated areas, i.e. AONB's and the Green Belt and other valued landscapes not the open countryside in the round. This part needs to be removed from the draft policy. In its place, SLG recommends that a new part of the policy which confirms that the open countryside is defined as the area outside of any settlement with a defined settlement boundary as identified on the proposals map. Moreover, SLG is unclear why educational establishments within countryside areas are treated as an exception in this draft policy and part (4) needs comprehensively redrafting as it not clear or coherent as to what the policy is seeking to achieve and/or provides sufficient certainty to developers on what is expected.	See summary.	The policy is part of a broader strategy to achieve sustainable patterns of development within the plan area, directing development towards the existing defined settlements, balancing opportunities and constraints and taking into account both the development needs of the borough and need to protect and enhance the natural environment. As a result of this balancing exercise, the policy does not impose a 'blanket ban' on development outside settlement boundaries, but instead allows appropriate uses. Protecting the countryside 'for its own sake' chimes with the NPPF Core Principle of recognising the 'intrinsic character and beauty of the countryside' in decision-taking. The borough includes educational establishments in the countryside and as such it is appropriate that such uses are specifically referenced in the policy. The council are of the view that SP4(4) gives clear guidance on the priorities concerning the conversion of existing buildings.
0968/P/07/C	Cabus Consortium	SP4	N	The policy should be amended to remove its aims of protecting the countryside for its own sake - inconsistent with the presumption in favour of sustainable development. The policy should be refocused to ensure development in the countryside is of a scale and location which provides for a sustainable pattern of development, and make clear the actions of the Council in the event of an absent five year supply.	Amend Policy SP4 to remove its aims of protecting the countryside for its own sake. Clarify the use of SP4 in the absence of a five year supply.	Policy SP4 is consistent with the NPPF which seeks to protect and enhance the natural environment recognising the intrinsic character and beauty of the countryside. The Plan, through policy SP4 recognises that certain developments may be necessary in the countryside and provides policy guidance in this regard. Taken as a whole, the Plan balances sustainable development needs, constraints and the protection of the countryside. In a situation of the absence of a five year supply planning applications will be judged against the Local Plan and any other material considerations, including any extant national planning advice.
0995/P/12/C	Inskip Residents' Action Group	SP4	N	Inskip allocation contrary to SP4. Allocation significant in scale and attracts a negative score in the Sustainability Appraisal for landscape/townscape characters, views, water and biodiversity. Not positively prepared, not justified or effective. Not consistent with national policy - allocation despite policy SP4. In large SP4 accords with NPPF but policy ignored from site selection.	Supported in principle but not applied to allocations, particularly Inskip Extension - allocations to be rewritten. Delete further proposals for 200 homes.	There is insufficient land available within the existing settlement boundaries to meet Wyre boroughs housing requirement. The Local Plan has therefore had to allocate land on the edge of settlements. The settlement boundary proposed in the emerging Local Plan incorporate the proposed housing allocations within the settlement boundary.
1023/P/05/GC	Fleetwood Civic Society	SP4	n/a	Parts of the borough are designated as Areas with Outstanding Natural Beauty and is important for outdoor/leisure facilities. Therefore, efforts must be made to preserve both nature and agriculture. Coastal defences should be retained and enhanced where possible to protect and enable communities to prosper.	None.	Noted
0510/P/10/GC	Save Our Scorton Residents' Association	Strategic Polcies 5.6 Forest of Bowland AONB	n/a	Would be useful for these introductory paragraphs to talk of the importance of the AONB in the context of the key function it serves in respect of countryside recreation, health and well-being and the tourism and visitor economy of its villages - Scorton being perhaps the prime example.	Reflect importance of the AONB in the way described.	The introductory paragraphs to policy SP5 are intended to briefly explain what an AONB is and the management framework that supports its designation. Further detail - including the ecosystem services the AONB provides - can be found in the AONB Management Plan which is referenced in the policy introduction. As such it is not necessary to add further detail in the Local Plan.
0645/P/12/GC	Nether Wyresdale Parish Council	Strategic Polcies 5.6 Forest of Bowland AONB	n/a	In the preamble to the Policy the text should include reference to the statutory objectives of AONB's as set out in the Wildlife and Countryside Act 1949. The text should convey that development within the AONB should be severely restricted in line with NPPF Paras. 115 and 116. To meet the objectives of environmental sustainability. These additions would stress the importance of the designated landscape and set the scene for the Policy (SP5) to follow.	Reference the statutory objectives of the AONB and need to restrict development in line with the NPPF.	The objectives of the AONB can be found in the relevant documents - it is not necessary for them to be repeated in the local plan.
0395/P/12/C	CPRE Lancashire	SP5	Y	The Forest of Bowland Area of Outstanding Natural Beauty, covers almost one fifth of the Borough's area. When bringing forward the local plan views in and out of the AONB must be protected and enhanced by policies and allocations, so we are supportive of Policy SP5.	None	Noted
0510/P/11/GC	Save Our Scorton Residents' Association	SP5	n/a	The policy is fully supported. Impact on the setting of the AONB as well as the character and heritage of Scorton Village is one of the key constraints on development outside the village settlement boundary and a constraint that should be highlighted in the settlement matrix proposed in these representations.	See proposed settlement matrix (0510/P/03/GC).	Noted

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0645/P/13/GC	Nether Wyresdale Parish Council	SP5	n/a	SP5 supported however, reference should be made in the policy to the importance of considering, by way of assessment, the impact of any relevant development on the setting of the AONB.	In the policy refer to the impact of relevant development on the AONB.	The policy allows for a consideration of development on the setting of the AONB - this can include development outside of the AONB. Minor Modification: Add a reference to the policy pre-amble to clarify applicability to development outside of the AONB but which may have an impact.
0064/P/10a/C	Peter Tarrant	SP6	N	SP6 provides the planning authority with a way to permit developers to avoid liability for the contributions that form part of SP7. Wyre Council have historically allowed developers to avoid virtually all contributions for essential infrastructure and services. This track record is probably best demonstrated by the Sustainable Transport Strategy which formed a fundamental part of the Fleetwood Thornton AAP. The total contribution raised by this Policy probably did not even cover the cost of informing its creation. For SP6 and SP7 to be effective a totally different approach will be needed. Failure to secure the timely provision of, inter alia, affordable housing, highway and transport infrastructure including sustainable transport measures, flood prevention and surface water drainage including future maintenance, green infrastructure, including future maintenance, education and health care provision will be contrary to National Policy and Section 177 in particular.	A completely different approach will need to be implemented.	The Local Plan is supported by a viability assessment to satisfy the test of viability and deliverability in the NPPF and NPPG. The viability assessment covers the Local Plan policies and site allocations. The viability assessment concludes that the scale of obligations, standards and policy burdens contained in the Local Plan are not of such a scale that cumulatively they threaten the ability of the sites and scale of development identified in the Plan to be developed viably. Policy SP6 necessarily includes an element of flexibility to take into account a range of circumstances.
0299/P/17/C	Associated British Ports	SP6	N	Generally support viability policy. To make policy sound, type of viability appraisal required should be proportionate to the complexity and scale of the proposal and allow site specific issues to be explored.	Include reference to being able to tailor viability reports to specific developments (rather than following a rigid template) should be included.	Existing policy wording states the level of detail will always be proportionate to the scale and complexity of the development proposed.
0299/P/18/C	Associated British Ports	SP6	N	SP6 (3) - In relation to marketing criteria, criteria reflects the need to avoid long term protection of employment land, it ignores that often sites may have been marketed for a length of time prior to alternative use proposed - may not be necessary to undertake further 12-month marketing.	Insert additional criteria that the marketing criteria should have regard to existing marketing that has been undertaken on a site.	Any marketing that accords with the criteria in SP6 would contribute, this would include marketing undertaken prior to the submission of the application.
0344/P/08/GC	Historic England	SP6	n/a	SP6: Viability - the plan should acknowledge that on occasions concessions may be necessary or desirable to ensure viability when proposing development which involves the conservation of heritage assets. This might be brought about because of difficult site conditions, structural conditions, or higher build costs to safeguard/repair important materials, finishes or detailing.	See summary.	Policy SP6 is appropriately worded to deal with issues of viability of individual proposals. It is not necessary that it specifically refers to viability issues relating specifically to the conservation of historic assets.
0363/P/06/C	Taylor Wimpey UK	SP6	N	TW broadly supports the principles of Policy SP6 and the approach which enables developers to negotiate a reduction in the standards or infrastructure requirements that would normally apply to a development on the grounds of viability. However, the baseline infrastructure and affordable housing requirements should be based on robust and clear evidence to avoid developers challenging the requirements which could delay the delivery of much need development. As written Policy SP6 is contrary to the Framework which stipulates that "only policies that provide a clear indication of how a decision maker should react to development proposals should be included within the plan". In this context, TW wishes to raise concerns over some of the unrealistic assumptions within the Local Plan and Site Allocations Viability Study (October 2017), including: 1. The assumed residential land values for both brownfield and greenfield sites. 2. The range of net sales values assumed. The Viability Study [55.29] states the prices adopted are based on what would be expected to be paid for new homes by location. However, the interchanging of two different datasets (sales prices and asking prices) has resulted in a high net sales price which is not justified or robust. 3. The assumptions made on the likely bid by a Registered Provider for an affordable rented and intermediate property is low, and the assumed figures are neither evidenced nor justified. 4. The figures assumed for profit return (15-20% GDV) are unacceptable. In general TW and other major housebuilders are unwilling to accept anything less than a 20% profit due to the high risk element of its proposals. 5. It appears that no allowances have been made for contingencies (2.5%), professional fees (10%), sales costs (2-2.5%) or legal fees.	The Council should reconsider the Local Plan and Site Allocations Viability Study and specifically the financial assumptions that underpin the report. The report should be based on robust and sound evidence.	Keppie Massie on behalf of the council has produced a response to matters regarding viability. The council considers the Viability Study to be robust.
0395/P/13/C	CPRE Lancashire	SP6	N	The local plan must be clear on the minimum standards for affordable housing and other important infrastructure to ensure development is truly sustainable in the long term.	None	The Local Plan is supported by a viability Assessment which indicates the Plan and policy requirements to be viable. Policy HP3 sets out the required contributions towards meeting affordable housing. The Infrastructure Delivery Plan sets out infrastructure improvements that are required to deliver the growth in the Local Plan and policy SP7 provides the policy mechanism to secure developer contributions.
0808/P/10/GC	Story Homes	SP6	n/a	Welcomes the treatment of viability as a primary issue to be addressed within the Local Plan. Support the scope for negotiation in policy requirements in an effort to protect viability. This scope for flexibility should be made clear at each relevant policy in the local plan. Do not object to the need for the submission of viability evidence to the council where necessary, however in all cases, this material should be treated with an element of commercial sensitivity where required. There should not be a requirement therefore to publish this material on the Council's website.	Reference the need for flexibility in relation the policy impacts on viability at each relevant policy.	The Plan should be read as a whole and as such there is no need for the cross-referencing of policies to SP5. The issue of publishing viability evidence is noted but is a development management matter.

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0937/P/03/C	Bourne Leisure	SP6	N	Refers to Policy SP6 (bullet point 2) Bourne Leisure considers that the Council should refer to maintaining confidentiality for the commercially sensitive elements of a viability appraisal. It is important to protect the commercial interests of applicants in order to ensure that they are able to maintain their competitiveness and develop their businesses, and thereby support the local economy. The tourism industry in particular is recognised as playing a key role in attracting investment and providing/supporting employment within the Wyre economy. As drafted, Bourne Leisure considers that Policy SP6 (bullet point 2) does not meet the "justified" test of soundness, as it is not based on proportionate evidence.	Bourne Leisure considers that draft Policy SP6 (bullet point 2) should be amended as follows: "Where a developer seeks to negotiate a reduction in standards or infrastructure requirements that would normally apply to a development, or seeks a form of development that would not normally be acceptable, on grounds of financial viability, the Council will require the developer to supply evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including the initial purchase of the land, the financial return expected to be realised, and the profit expected to be released. <u>However, the Council will maintain confidentiality for the commercially sensitive elements of a viability appraisal.</u> The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. Where an independent assessment of the appraisal is required, the developer will be expected to cover the cost to the Council." (proposed amendments underlined) This amended policy is considered to fulfil the "justified" test of soundness, as it reflects the importance of the tourism industry to Wyre's economy by protecting the commercial interests of local businesses.	Commercially sensitive information submitted to the council for a viability appraisal is kept confidential. The representor does not indicate how the evidence is not sufficient to justify criteria 2. Criteria 2 does specify that the viability appraisal will always be proportionate to the scale and complexity of the development proposed. Minor Modification: Insert wording in policy preamble to explain commercially sensitive information for the viability appraisal is held confidentially by the council.
0944/P/05/C	Applethwaite Ltd	SP6	Y	Strongly agrees with the overarching policy objective. No comments on the proposed wording of the policy, but in order to give encouragement and reassurance to developers, the supporting text should acknowledge that due to the high build cost of bungalows and any abnormal development costs, bungalow developments can seldom deliver affordable housing and/or other planning obligations in full, and sometimes not at all.	See summary.	The matter of whether or not a development of bungalows can be viable in terms of various policy requirements is a matter for judgement based on site specific circumstances. However the Local Plan sets out clear policy requirements on matters such as affordable housing and these should be taken into account in the development appraisal process at the outset.
0953/P/03/C	Telereal Trillium	SP6	Y	Telereal Trillium strongly agrees with the overarching policy objective and has no comments on the proposed wording of the policy.	None.	Noted
0954/P/03/C	De Pol Associates Ltd	SP6	N	Criterion 2 and Criterion 4 both demand that developers will be required to cover the Council's costs in having the submitted evidence independently assessed. The Local Planning Authority has a statutory duty to determine planning applications. The Council cannot include within a development plan policy, an express requirement for a developer to pay additional sums to enable the Council to discharge its statutory functions. Where such action is considered necessary, the Council should consider entering into a voluntary 'planning performance agreement' which includes agreed timescales and actions between the Council and developers to ensure an application proceeds to an agreed timescale. Criterion 3 it requires marketing and advertising to be undertaken in accordance with sub clauses a) through to d) whereas in reality not all of these steps will be suitable or appropriate. Lastly, criterion 3 b) requires marketing for a minimum period of 12 months which, depending on the circumstances, is likely to be a longer duration than is appropriate or necessary.	In order for the plan to be sound, the policy must be amended to take account of the above criticisms. In particular, the requirement for developers to pay for assessments as per criterion 2 and the whole of criterion 4 should be removed from the policy. Criterion 3 of the policy should be reworded simply to require "an appropriate marketing strategy to be undertaken" having regard to the location and the factors set out in Criterion 3 sub-clauses a) to d).	It is common practice (and not a formal requirement) for the developer to cover the cost to the Council where an independent assessment of the appraisal or evidence is required. The policy is updated to reflect this. The council considers the marketing criteria to be appropriate and the applicant would have to demonstrate why the criteria is not suitable or appropriate for their specific application. Each planning application would be determined on its own merits. Minor Modification: Amend part (2) and delete part (4) to remove references to developers covering the Council's cost for the independent assessment of the appraisal or evidence if required.
0064/P/10b/C	Peter Tarrant	SP7	N	Refers to SP6 and SP7. SP6 provides the planning authority with a way to permit developers to avoid liability for the contributions that form part of SP7. Wyre Council have historically allowed developers to avoid virtually all contributions for essential infrastructure and services. This track record is probably best demonstrated by the Sustainable Transport Strategy which formed a fundamental part of the Fleetwood Thornton AAP. The total contribution raised by this Policy probably did not even cover the cost of informing its creation. For SP6 and SP7 to be effective a totally different approach will be needed. Failure to secure the timely provision of, inter alia, affordable housing, highway and transport infrastructure including sustainable transport measures, flood prevention and surface water drainage including future maintenance, green infrastructure, including future maintenance, education and health care provision will be contrary to National Policy and Section 177 in particular.	A completely different approach will need to be implemented.	The Local Plan is supported by a viability assessment to satisfy the test of viability and deliverability in the NPPF and NPPG. The viability assessment covers the Local Plan policies and site allocations. The viability assessment concludes that the scale of obligations, standards and policy burdens contained in the Local Plan are not of such a scale that cumulatively they threaten the ability of the sites and scale of development identified in the Plan to be developed viably. Policy SP7 necessarily includes an element of flexibility to take into account a range of circumstances.
0299/P/19/C	Associated British Ports	SP7	N	Part 4 of the policy list potential areas where developments may be asked to contribute, this part of policy is imprecise.	For clarity, the policy should make clear that the scope and amount of planning obligations sought for each development will be determined on a case by case basis and take into account scheme viability outline in SP6.	The policy list potential areas for contributions, having regard to the latest Infrastructure Delivery Plan. The list is not limited as updated Infrastructure Delivery Plan may indicate other infrastructure requirements.
0343/P/05/GC	Highways England	SP7	n/a	Reference is made to the requirement of new development proposals to incorporate the need for improvements to be made to nearby physical infrastructure. The Policy refers to the Infrastructure Delivery Plan (IDP) which accompanies the Publication Draft Wyre Local Plan.	None.	Noted
0344/P/09/GC	Historic England	SP7	n/a	Urge the council to have regard to viability issues and appropriate thresholds for developer contributions when considering schemes which include for the constructive use of heritage assets. Anxious to ensure that the historic environment of Wyre is appropriately safeguarded through the Local Plan, as well as through investment decisions contained within, and encouraged by, the Infrastructure Delivery Plan intended to assist its success, and facilitated in turn by any Section 106 Agreement. Public realm is now generally taken to be the publicly accessible parts of the environment, be it physically or visually. In consequence a great many heritage assets 'accessible' to the public could legitimately be regarded as part of the public realm and therefore be the recipient of, or focus for, special attention in the form of investment through or relief from charging. The range of heritage assets to be found in the public realm includes, for example, art galleries, railway stations, schools, hospitals, churches, canal structures etc.	See summary.	Policy SP6 covers viability and aims to ensure that developments remain viable.

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0363/P/07/C	Taylor Wimpey UK	SP7	N	TW notes that the requirements for any financial obligations should still enable the development to be deliverable in accordance with the Framework. Any requirement for financial contributions must be fully justified and based on a credible and robust evidence base which identifies the actual need for the facilities. Any requirement for infrastructure provision should be reasonable in terms of relationship to the development of a particular site, and not unduly restrictive so as to affect the viability and deliverability of development. This is covered in the tests set out in the Framework and the Reg. 122 of the CIL regulations. If an obligation does not meet all of these tests it cannot, by law, be taken into account in granting planning permission. Furthermore, should the Council be minded to adopt a CIL they should ensure that this does not result in developments being subject to double charging. TW objects to the lack of reference to the planning obligation tests in Policy SP7. The policy should be amended to make it clear that any financial contributions required by the Council or others, will meet the tests set out in the Framework.	TW requests that the policy is amended to include specific reference to the requirements of the Framework and CIL regulations.	There is no requirement to duplicate the tests mentioned as they already exist as material considerations. Policy SP6 - Viability makes it clear that the objective is that development is viable. Viability is also addressed in policy SP7 (5). At present the council has no programme for the implementation of a CIL and as such reference to this is unnecessary. Should CIL be proposed for adoption, the relationship with the Local Plan will be addressed. The need for infrastructure provision as part of development proposals will be considered "where appropriate". What is "appropriate" will be dependant on the specific circumstances. It is considered that the policy has an in-built flexibility to take into account a wide range of circumstances.
0395/P/14/C	CPRE Lancashire	SP7	Y	SP7 Infrastructure Provision and Developer Contributions is welcomed. CPRE Lancashire agrees that development should be located so as to make the best use of existing infrastructure. Development should have regard to the latest Infrastructure Delivery Plan (IDP). New infrastructure needed for a development should be secured by a financial contribution through Community Infrastructure Levy (CIL) or planning obligations made under Section 106 of the Town and Country Planning Act 1990 or any other future 'developer contributions' regime towards the provision of infrastructure.	None	Noted
0412/P/07/C	Forton Parish Council	SP7	N	The policy recognises the need for improvements in infrastructure, especially the need for a new community facility which would include a GP surgery. Forton PC considers it essential to adopt CIL for the timely development of infrastructure.	None.	Comments noted, however it is the view of the council that infrastructure requirements at Forton resulting from allocation SA3/4 can be developed through existing regulations and the requirements of the Local Plan.
0645/P/14/GC	Nether Wyresdale Parish Council	SP7	n/a	Would like to see town and village centre enhancements added as (g) to the list.	Add town and village centre enhancements to the list of criteria under SP7 (4).	Any enhancements derived from the application of policy SP7 have to be directly related to the development concerned and cannot be used to fund general improvements in the environment. The policy is sufficiently flexible that contributions to other infrastructure requirements over and above those listed can be achieved.
0808/P/11/GC	Story Homes	SP7	n/a	The policy is supported - provides the scope for flexibility in terms of infrastructure requirements to protect viability.	None	Noted
0051/P/11/C	on behalf of Wyre Labour Group of Councillors	SP8	N	Para 5.9.1 seems to suggest that open space will be provided to help contribute towards a healthier Wyre. They are fine sentiments but there is absolutely no evidence that targets for Public Open Space are actively being managed and nor is there any evidence that the shortfall of Public Open Space in a number of towns and villages is being addressed.	Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. The last sentence of 5.9.1 could then be there legitimately.	The council through the Local Plan is able to support the development of new public open space either "freestanding" or as part of a residential development where planning permission is required. The Local Plan evidence base includes a Green Infrastructure Strategy and Playing Pitch Strategy. The Local Plan is part of the implementation framework of both documents, however their full implementation - including any local targets - requires the cooperation of a number of different organisations. This is a matter for Wyre council as a corporate body and its partners and goes beyond the parameters of the Local Plan.
0363/P/08/C	Taylor Wimpey UK	SP8	N	TW broadly supports the provisions set out in Policy SP8 which generally accords with the principles of the Framework. Planning Practice Guidance sets out how health and well-being and health infrastructure should be considered in planning decision making, specifying that a health impact assessment may be a useful tool to use where there are expected to be significant impacts. TW accepts that an assessment of impact on health may be necessary. However, the current wording of Policy SP8(2) is ambiguous as it does not provide clear guidance on the circumstances where a Health Impact Assessment will be required, nor does it set out a clear robust process for identifying health impact. In addition, Policy SP8(3) takes a negative approach to health impacts and fails to recognise that developments can mitigate adverse impacts through the provision of high quality homes, public open space, improvements to cycling and walking facilities and contributions to new healthcare facilities. TW therefore objects to these criteria of Policy SP8.	Amend the policy to make it clear when a Health Impact Assessment is required. Amend the policy to make it clear how mitigation can be incorporated into development to overcome any potential healthcare issues.	The introduction to SP8 set out in para. 5.9.1 makes it clear that other policies of the Plan can contribute towards the creation of healthier lifestyles. Specific reference is made to green infrastructure, the provision of open space and environmental protection as examples of this. An exhaustive list is not necessary and would be inappropriate - the Plan should be read as a whole. The policy allows for applicants/developers to identify how health issues have been taken into account and the mitigation measures required to mitigate any negative impacts. The requirement for a Health Impact Assessment will be dependant on the particular circumstances of the proposed development at the time.
0395/P/15/C	CPRE Lancashire	SP8	Y	We generally are supportive of this policies and it is right for the Local Plan to promote the health and well-being of local communities. Our natural environments are important to facilitate healthy and active lifestyles	None	Noted
0412/P/08/C	Forton Parish Council	SP8	N	Forton PC support the approach in point 3. However, it is deeply concerned that the cumulative effect of the development in the rural east of WBC may have important detrimental effects on health service provision, concerning the population growth on the limited capacity of local NHS services.	None.	The council has, through the production of the Infrastructure Delivery Plan, considered the impact of development on local health services and recognises the pressures on the existing provision. It identifies the possibility of a branch surgery at Forton as a means of producing additional provision. This is carried through into allocation SA3/4 Forton Extension.
0510/P/12/GC	Save Our Scorton Residents' Association	SP8	n/a	This policy is directly pertinent to Scorton's role in providing a focal point for walking and cycling. However, Point 3 struggles to define those circumstances in which development might be adjudged to have an impact on public health.	Reword to include the following more specific provision: Developments that are likely to detract from the enjoyment and popularity of facilities and resources catering for walkers and cyclists will not be permitted.	The relationship between health and development is complex and wide ranging and goes beyond recreational matters. As such it is considered that the policy is appropriately worded in that it allows a wide range of factors to be considered. Identifying one element of the planning and health "landscape" to the exclusion of others would not be appropriate.
0921/P/04/C	Sport England	SP8	N	Sport England have developed Active Design an approach to create environments that encourage people to be active, jointly badged with Public Health England. This policy is a broad strategic level and not very specific. Potentially this raises soundness concerns on effectiveness.	The policy would benefit from more detailed support to ensure that new environments really do get people to move more and do not just result in white elephants. Please see our website for more information: https://www.sportengland.org/facilities-planning/active-design/	The local plan contains a number of policies that chime with active design principles, including SP2 Sustainable Development, and, notwithstanding the need to meet development requirements, those related to the protection and promotion of open space, countryside, green belt, the AONB and the promotion of good design (CDMP 3). The plan also makes clear reference to related matters in individual site allocation policies, including the provision of green infrastructure within developments and promotion of cycling and pedestrian provision. The council intends that major residential and mixed use allocations will come forward through a masterplanning approach and hence Active Design principles may be appropriate for consideration at that stage.

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0937/P/04/C	Bourne Leisure	SP8	N	Refers to Policy SP8 (points 2 and 3): As drafted, Policy SP8 (points 2 and 3) only provides protection for the health and well-being of the Wyre population and does not reflect the needs of visitors, tourists or people working in local businesses. Therefore, not returning to the area and impacting n the local economy. Given the value of tourism to the Borough, this should be an important local plan policy consideration. Refers to NPPF at paragraph 7 (bullet point 4) and paragraph 9 and therefore considers that draft Policy SP8 is not consistent with national policy, which seeks to protect and improve conditions for all occupants of land and buildings, which would include tourists and those working in Wyre.	Bourne Leisure considers that draft Policy SP8 (points 2 and 3) should be amended as follows: "2. Where a proposal has the potential to impact on public health, the Council will require the developer to demonstrate how public health issues have been taken into account in formulating the development proposal and how any impacts are to be mitigated. The Council may require the developer to carry out a Health Impact Assessment which will identify the potential health effects on new and existing residents, <u>tourists or businesses</u> within the community and the potential for public services to meet existing and new demand. 3. Development likely to adversely impact on public health will only be permitted where it is demonstrated that it will not, in isolation or in conjunction with other planned, committed or completed development, contribute to a negative impact on the health of the Borough's population, <u>tourists or workers</u> . In assessing the likely health impact of new development, the Council will take into account evidence indicating the expected effect of the development on individuals' behaviour and choices." (proposed amendments underlined) This modification would provide consistency with national policy, which seeks to protect and improve conditions for all occupants of land and buildings, which would include tourists and those working in Wyre.	In relation to criteria 2, this policy requirement is in relation to the provision of services and facilities to meet the needs of residents. It is not considered appropriate to extend the wording for tourist who visit the area. In relation to criteria 3, by reference to boroughs population, this also includes reference to workers and tourist, it is not considered appropriate to specifically mention tourist or workers.
0676/P/11/GC	Environment Agency	Section 6. CDMP New Policy	n/a	We recommend a detailed SUDS policy to cover site allocations and windfall sites is included, as SUDS are multifunctional and be used to reduce impacts on water quality in addition to regulating surface water run-off. Green infrastructure can also be incorporated into this policy.	New policy - see summary of response.	The requirement for SuDs is adequately covered in policy CDMP2. There is no need for a specific SuDs policy because of the multifunctional nature of SuDs. If further detail is needed in the implementation of the policy it should more appropriately be covered in an SPD. The Local Plan should not be repetitive.
0676/P/12/GC	Environment Agency	Section 6. CDMP New Policy	n/a	We recommend that a development management policy is included to ensure that there is no risk of pollution to controlled waters from land contamination on previously developed sites. This can be incorporated into the CDMP1 Environmental Protection policy. Proposals for development of historic landfill sites will need to be supported by sufficient information to demonstrate that the site is suitable for the proposed use without posing a risk to controlled waters. We have no evidence to suggest that these sites cannot be re-developed, but there may be a need for some remediation of contaminated sites. For sites proposed in Source Protection Zones, development should not impact upon ground water quality. We would recommend the highest specification for sewage works and mitigation measures to prevent any leakage from impacting the groundwater.	New policy - see summary of response.	Pollution of controlled waters is covered in policies CDMP1 and CDMP4 (19 - 21). A minor amendment to criterion 19 in Policy CDMP4 is recommended to strengthen the policy. Minor Modification: Amendment to Policy CDMP4 (19) to recognise that development within Source Protection Zones should not adversely impact upon ground water quality.
0344/P/10/GC	Historic England	CDMP1	n/a	CDMP1(b): Environmental Protection – this checklist of environmental receptors should include the historic environment and development should be expected to additionally have regard to its safeguarding.	See summary.	The Policy states that "Development will be permitted where it meets the requirement of <i>all</i> [emphasis added] Core Development Management Policies". CDMP5 addresses the historic environment. As such its requirements have to be met as part of addressing CDMP1. No further amendment is necessary.
0395/P/16/C	CPRE Lancashire	CDMP1	Y	Policy CDMP1 Environmental Protection is welcomed. CPRE Lancashire observes that Wyre has considerable natural environmental assets that should be afforded protection and enhancement as the local plan guides development in the future. The Morecambe Bay area is designated as an SSSI, SPA, SAC, and Ramsar site. The European Habitats Directive, places Morecambe Bay as one of 45 European marine sites in England. Defra are also considering a new Wyre-Lune Marine Conservation Zone (MCZ). The Morecambe Bay Limestones and Wetlands Nature Improvement Area (NIA) demonstrate a commitment between Wyre Council and partners to restore, enhance and connect wildlife habitats and are supported by Defra, DCLG, Environment Agency, Forestry Commission and Natural England. CPRE Lancashire wants the Wyre Local Plan to do everything possible to ensure that Morecambe Bay continues to provide the Borough with leisure and tourism. There are opportunities to attract more visitors and create local jobs associated with the Wyre Way walking route that links the River Wyre from its source in the Bowland Fells to the estuary mouth in Fleetwood. In addition there is the North West Coastal Trail a project that aims to develop a multi-use trail running along the coast from Carlisle to Chester, linking some of the North West's greatest coastal landscapes, heritage and settlements.	None	Noted
0412/P/09/C	Forton Parish Council	CDMP1	Y	Forton PC supports CDMP1 to look at developments in conjunction with other planned or committed developments.	None	Noted
0937/P/08/C	Bourne Leisure	CDMP1	Y	Bourne Leisure endorses Policy CDMP1 (point b). Given the current issues faced by Cala Gran Holiday Park from Lancashire Waste Recycling this policy must be strictly enforced to halt development where adverse impacts would arise for neighbouring developments. Bourne Leisure therefore considers draft Policy CDMP1 (b) to meet the "justified" test of soundness, as it takes the most appropriate strategy, based on proportionate evidence in relation to the need to protect the needs of the tourism industry in Wyre.	None	The Local Plan should be read as a whole and policy CDMP4 would apply. Policy CDMP1 (b) provides protection to adjacent existing uses for significant adverse effects on amenity in relation to noise, vibration, light, dust and other pollution or nuisance.
0941/P/08/C	Gladman Development	CDMP1	N	Gladman is concerned that this policy requires development proposals to meet all of the Core Development Management policies, some of which requirements may not even be relevant to an application. Further, applications will be required to be considered in accordance with the development plan unless there are material considerations that indicate otherwise. Recommend that this element of the policy is deleted.	See summary	The Introduction to the Core Development Management Policies states that the policies may potentially relate to any development. It is a given that applications will be determined against the development plan unless there are material considerations that indicate otherwise, therefore this does not need to be specified in the policy. The Local Plan should be read as a whole and the weight to be attached to the policies will be a matter of planning judgement for the decision maker. Policies will be applied as is material to the proposed development.
0963/P/07/C	The Strategic Land Group (SLG)	CDMP1	N	The draft policy is drafted in such a way which asserts that development must meet all core development policies of the plan. This is plainly unrealistic as there will undoubtedly be occasions when various land use policies pull against each other. SLG recommends that this requirement is removed as it is not justified or consistent with case law.	See summary	The Introduction to the Core Development Management Policies states that the policies may potentially relate to any development. It is a given that applications will be determined against the development plan unless there are material considerations that indicate otherwise, therefore this does not need to be specified in the policy. The Local Plan should be read as a whole and the weight to be attached to the policies will be a matter of planning judgement for the decision maker. Policies will be applied as is material to the proposed development.

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0297/P/07/C	Home Builders Federation (HBF)	CDMP2	N	This policy sets a requirement for all development to achieve greenfield runoff rates. Whilst a reduction in run-off rates is desirable this must be balanced against the desire to ensure that development is delivered and the economic viability implications of the requirement.	None	The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. The planning requirements of Individual planning applications will be subject to this policy and Policy SP6 Viability and SP7 Infrastructure Provision and Developer Contributions. The council believes this to be a sound approach.
0299/P/20/C	Associated British Ports	CDMP2	N	The SFRA produced to support Local Plan and part 3 of the policy highlights allocated sites do not need to undertake sequential test (as covered SFRA). This should be carried forward into ABP's land interest (SA3/1 and SA5). This will ensure consistency.	See summary.	Part 3 of the policy applies to all relevant allocations. It is not necessary to replicate this for the allocations.
0299/P/21/C	Associated British Ports	CDMP2	N	CDMP2 (5) - Support provision of SuDs in general, but concerned it may not always be possible to incorporate SuDs on site due to configuration or underlying geology.	Insert into SuDs policy requirement 'where feasible'.	For the sake of clarity, the council will make a minor modification to criterion 5 such that a SuDS approach will be expected unless demonstrated to be inappropriate. Minor Modification: Amend policy CDMP2(5) to make clear that SuDS will be expected unless inappropriate.
0299/P/22/C	Associated British Ports	CDMP2	N	CDMP2 (6) - Greenfield run off rates should only be required for genuine greenfield sites, not appropriate for brownfield where constraints may prevent this.	Insert into greenfield run off rates policy requirement 'where feasible'	Flood risk is a significant issue in Wyre as demonstrated by the Strategic Flood Risk Assessment (Level 1 and Level 2). The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue.
0363/P/09/C	Taylor Wimpey UK	CDMP2	N	TW broadly supports the provisions made in Policy CDMP2 as is generally accords with the Framework and Planning Practice Guidance (PPG). However, TW object to Policy CDMP2(5), which expects "major development to include proposals for, and implement sustainable urban drainage systems (SuDS)". There will be circumstances where SuDS will be inappropriate (see: PPG19 and the Development Management Procedure Order 2015) and the policy should permit a developer to demonstrate this and still be in compliance with the terms of the development plan.	The Council should amend the policy to reflect the requirement that SuDs are incorporated into major developments only where they are reasonably practicable.	For the sake of clarity, the council will make a minor modification to criterion 5 such that a SuDS approach will be expected unless demonstrated to be inappropriate. Minor Modification: Amend policy CDMP2(5) to make clear that SuDS will be expected unless inappropriate.
0395/P/17/C	CPRE Lancashire	CDMP2	Y	Policy CDMP2 Flood risk and Surface Water Management, is also welcomed. CPRE Lancashire notes that much of Wyre is relatively low-lying, and the risk of coastal and river flooding is significant in certain locations. Flood Zone 2 (medium risk) and/or Flood Zone 3 (high risk) are mapped by the Environment Agency (EA). We recommend all development is assessed for flood risk impacts and an appropriate procedure is in place for refusal where mitigation is not appropriate, or the grant of planning permission with conditions is enforceable.	None	The council considers policy CDMP2 to be robust and provides the appropriate mechanism to determine planning application in relation to floor risk and surface water management.
0645/P/15/GC	Nether Wyresdale Parish Council	CDMP2	n/a	The Policy is supported.	None	Noted
0676/P/01/GC	Environment Agency	CDMP2	n/a	We are keen to work with you to develop the wording of CDMP2 to ensure flood risk is satisfactorily dealt with, and that Flood Risk Assessments include the relevant level of information to adequately demonstrate that development proposals are acceptable.	None.	No specific comments have been made in the representation. The Council has shared the draft policy with the EA and the Lancashire County Council as the Lead Flood Authority and has incorporated any comments made. It is considered that the policy is sufficiently robust to ensure that developments are safe from flood risk and further do not increase risk elsewhere.
0794a/P/04/C	Wainhomes (North West) Ltd	CDMP2	N	It is considered that Criteria 5, 6 and 7 are overly prescriptive in a manner which could prevent or delay development which would otherwise be acceptable and in accordance with national policy. Criterion 5 states that major developments will be expected to include proposals for and to implement SuDS. This requirement is out of step with NPPF para 103 bullet point 2 which simply requires that "priority" is given to the use SuDS in the design of site drainage strategies. Criterion 6 requires that all development achieves a greenfield run-off rate and must comply with the specifications listed 1) to 9) in the policy. Criterion 7 requires applicants to demonstrate why options for surface water management higher up the hierarchy have been ruled out. It is considered that the approach taken in the emerging policy and the list of specifications directed to be taken is overly prescriptive. Criterion 6 states that "all development" must achieve greenfield run-off rates, whereas national policy does not require this in respect of changes of use of existing building. Criterion 6 of the policy rigidly prescribes the steps to be taken, many of which may not be relevant, necessary or achievable on any given development site. Some examples include: • Criterion 6. 2) suggests that the drainage strategy should continue or mimic the sites natural drainage processes. However, if the site's current drainage is contributing to flood risk on site or elsewhere, clearly it should be changed; • Criterion 6. 3) requires discharge and infiltration into porous sub soils. However, if the site is on clay bed, this strategy would not be achieved and is thus inappropriate; • Criterion 6. 4) requires site run-off to be engineered to achieve greenfield rates. Again, this scale of betterment may not be achievable and indeed it is not required by national policy in any case. National policy requires that the situation is not made worse. • Similar comments can be made in respect of Criterion 6. 7) through to 9).	Emerging policy CDMP2 should be amended by combining and rewording Criteria 5, 6 and 7 so that it becomes consistent with national policy. It should simply impose a requirement that drainage strategies are a) provided where necessary; b) are appropriately site specific c) seek to give priority to the use of SuDS where possible; and d) where SuDs cannot be integrated, that the drainage hierarchy is followed.	Flood risk is a significant issue in Wyre as demonstrated by the Strategic Flood Risk Assessment (Level 1 and Level 2). It is the council's view that in this context the use of "expected" is entirely in-line with the need to prioritise SuDs. However, for the sake of clarity, the council will make a minor modification to criterion 5 such that a SuDS approach will be expected unless demonstrated to be inappropriate. The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. Clearly, as a hierarchy if there are elements not appropriate to a particular circumstance, then the next option lower down the hierarchy should be considered, and so on. Minor Modification: Amend policy CDMP2(5) to make clear that SuDS will be expected unless inappropriate.
0808/P/13/GC	Story Homes	CDMP2	n/a	The drainage requirements in Policy CDMP2 are cumbersome and may challenge the viability of some developments. The requirement to implement sustainable drainage systems as result should be subject to site conditions. The requirement for all development to achieve greenfield run-off rate is disproportionate. There should be no requirement for flood risk betterment on brownfield sites. The blanket requirement placed by this policy lacks sufficient justification. Developers should be allowed to develop land in Flood Zone 2 provided that the sequential test is passed and the development does not result in increased flood risk elsewhere. The Council need to consider what impact the Surface Water Hierarchy would have on development viability and overall development areas. Should drainage infrastructure be provided as part of a development which serves a wider area than the site and addresses a long standing problem, the onus should not be on the developer, as suggested in Part 8 of this policy, to maintain this infrastructure.	Revise to require all major development applicants to consider as a preference SuDs with justification provided where SuDs is not implemented. Revise approach to run-off rates for brownfield sites.	The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. The planning requirements of Individual planning applications will be subject to this policy and Policy SP6 Viability and SP7 Infrastructure Provision and Developer Contributions. The council believes this to be a sound approach. Regarding development in Flood Zone 2, this is covered by the Policy in parts 2, 3 and 4 which are consistent with national policy. Issues of viability are covered by Policy SP6. CDMP2(8) seeks to ensure that the surface water drainage system for a particular development is adequate for the lifetime of the development to ensure against flood risk elsewhere as required by NPPF (para 100). The development must ensure that the it can be adequately be drained for the lifetime of the development otherwise both the development and elsewhere would be at risk of flooding. It is not concerned with addressing long standing problems.

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0950/P/05/C	Persimmon Homes	CDMP2	N	In support of flood risk and surface water management, however policy CDMP2 sets a requirement for all development to achieve Greenfield runoff rates. Whilst a reduction in run off rates is desirable this must be balanced against the desire to ensure development is delivered and the economic viability implications of the requirement.	None.	The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. Clearly, as a hierarchy if there are elements not appropriate to a particular circumstance, then the next option lower down the hierarchy should be considered, and so on. Viability is addressed through Policy SP6.
0953/P/11/C	Telereal Trillium	CDMP2	N	Telereal Trillium has no objection to the policy in principle but considers it unsound as presently drafted at Criteria 6, for all developed discharge or surface water to be attenuated to greenfield runoff rates. It is contrary to the Written Statement on Sustainable Drainage Systems (HCWS161).	An additional paragraph should therefore be added stating for brownfield sites, a betterment to the existing situation in terms of rate of runoff will need to be demonstrated. This should attempt to return runoff rates to the greenfield equivalent, but where this is not technically possible it should be demonstrated that runoff has been reduced as far as is reasonably possible.	The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. Clearly, as a hierarchy if there are elements not appropriate to a particular circumstance, then the next option lower down the hierarchy should be considered, and so on.
0962/P/09/C	Metacre Ltd	CDMP2	N	Considered that Criteria 5, 6 and 7 relating to surface water management are overly prescriptive in a manner which could prevent or delay development which would otherwise be acceptable and in accordance with national policy. Criterion 5 - is out of step with NPPF para 103 bullet point 2 which simply requires that "priority" is given to the use SuDS in the design of site drainage strategies. There will be instances where the specific SuDS measures identified are not appropriate, viable or deliverable. Every site must be considered on its merits and at most this criterion should mirror national policy, which is to give priority to the use of SuDS and follow the established drainage hierarchy when designing the drainage strategy. Criterion 6 and Criterion 7 - overly prescriptive. Criterion 6 - achieving greenfield run-off rates not required by national policy for changes of use of existing buildings and not appropriate for a range of developments including householder. Criterion 6 of the policy rigidly prescribes the steps to be taken, many of which may not be relevant, necessary or achievable on any given development site. A proportionate and site-specific assessment should be made to provide a strategy which is suitable to prevent and manage any residual risks of flooding on the site or elsewhere.	Amend by combining and rewording Criteria 5, 6 and 7 so that it becomes consistent with national policy. It should simply impose a requirement that drainage strategies are a) provided where necessary; b) are appropriately site specific c) seek to give priority to the use of SuDS where possible; and d) where SuDS cannot be integrated, that the drainage hierarchy is followed.	Flood risk is a significant issue in Wyre as demonstrated by the Strategic Flood Risk Assessment (Level 1 and Level 2). It is the council's view that in this context the use of "expected" is entirely in-line with the need to prioritise SuDS. However, for the sake of clarity, the council will make a minor modification to criterion 5 such that a SuDS approach will be expected unless demonstrated to be inappropriate. The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. Minor Modification: Amend policy CDMP2(5) to make clear that SuDS will be expected unless inappropriate.
0963/P/08/C	The Strategic Land Group (SLG)	CDMP2	N	The draft policy sets a requirement that all development should achieve greenfield runoff rates. While a reduction in run-off rates is desirable this must be balanced against the reality of this being achieved on every single development site and viability implications. Flexibility needs to be introduced into this policy.	See summary.	The council are of the view that all development should achieve greenfield run-off rates and that the measures listed either singularly or in tandem are a proportionate response to a significant issue. Clearly, as a hierarchy if there are elements not appropriate to a particular circumstance, then the next option lower down the hierarchy should be considered, and so on.
0974/P/01/C	Thornton Flood Action Group	CDMP2	N	The NPPF and the Wyre Local Plan section 6.3 states the requirement for a sequential, risk based approach to avoid possible flood risks to people/property and manage risks taking into consideration the impacts of climate change. Moreover, development should not be permitted if there are areas with a lower probability of flooding. Areas of Fleetwood and Pilling may pass the sequential test, however areas of Thornton would not as other preferable areas are available. The site comprising the Hillhouse Technology Enterprise Zone in Thornton should contribute to much needed employment given its regional significance. However, there are plans to build 250 dwellings here within FZ2 and 3. Therefore, the plans cannot be considered sustainable or sound.	We believe that it is unsustainable to allow further building in Thornton in areas identified by the EA to be in FZ2 or 3, particularly when there are areas in FZ1 available for development that don't put residents at risk. We believe that Wyre Council should adopt a consistent policy of a complete ban on building in FZ3 and this should be reflected in the new Local Plan.	The local plan clearly directs development towards areas of lower flood risk taking into account the Strategic Flood Risk Assessment including Sequential Test. Policy SA4 that allocates the Hillhouse site clearly recognises the existence of flood defences and requires certain measures to be carried out as part of future development to mitigate against flood risk.
0343/P/06/GC	Highways England	CDMP3	n/a	Support development which provides cohesive and effective linkages with the surrounding area, particularly with reference to pedestrian and cycle facilities and access to nearby public transport nodes, as this can help encourage greater uptake of more sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0344/P/11/GC	Historic England	CDMP3	n/a	CDMP3: Design – Objective 7 makes specific reference to protecting the borough's heritage assets by pursuing high quality design, yet this policy and its accompanying commentary fails to articulate or expand on the association.	See summary	Objective 7 addresses design from a broader perspective than "heritage", also linking good quality design with the natural environment and amenity. CDMP3 is intended to have provide a means of promoting good design across all development, whether having a historic dimension or not. An additional reference to the historic environment is therefore not necessary.
0363/P/17/C	Taylor Wimpey UK	CDMP3	Y	TW broadly supports the provisions of Policy CDMP3 and agrees that it is appropriate for the Local Plan to set out the principles of good design that should be achieved in new development.	None	Noted
0395/P/18/C	CPRE Lancashire	CDMP3	N	CPRE agrees that all development ought to be of a high standard of design and appropriate to the end use, and we encourage innovative design appropriate to the local context will be supported and will be expected to demonstrate an understanding of the wider context and make a positive contribution to the local area. We have however seen isolated dwellings being proposed as innovative architecture when in fact they are not, so the Local Plan should guard against this.	None	The council considers policy CDMP3 to be robust and provides the appropriate mechanism to determine planning application in such circumstances.
0412/P/10/C	Forton Parish Council	CDMP3	N	Forton PC recommends that CDMP3 should start from the firm foundation of the NPPF (refers to para 61 of the NPPF). Design is not an option for the Local Plan, it is an NPPF requirement. Development should respect the local character. This policy does not deal with the requirement in para 6.1 of the NPPF to deal with connections between people and places. The WBLP calls for a positive response to climate change. However, CDMP3 says nothing housing design incorporating solar power, heat pumps or rainwater harvesting.	See summary.	The council is of the view that CDMP3 is consistent with para. 61 of the NPPF, particularly CDMP3(b) which addresses the integration of development into the wider environment. Detailed "climate change" mitigation and adaptation measures such as those described are capable of being addressed through CDMP3. It is noted that rainwater harvesting is addressed through policy CDMP2 Flood Risk and Surface Water Management.
0645/P/16/GC	Nether Wyresdale Parish Council	CDMP3	n/a	The desirability of achieving high quality, inclusive design is fully supported. Amendments suggested are: 1) The policy should be more consistent with NPPF Paragraph 58 and the Planning Practice Guidance, in particular the references to defining and responding to local character and historical patterns of development. 2) The pre-amble to the policy refers to the support for innovative design but this should be stated as being within the context of design outcomes being appropriate for the local area having responded to local character and a measured assessment of distinctiveness. 3) Reference should be made to the importance of design and access statements to define and justify developments that are commensurate with the policies and 4) reference also made to the importance of adopting the principles of sustainable design for example Building for Life 5) Reference should also be made to the potential for Design Review arrangements as advocated by national policy. 6) Landscape and tree planting should be seen as an important, essential and integral element of achieving high standards of design.	See summary	1. The policy at criterion (a) makes it clear that development is required to respond to the local character and as such additional or alternative wording is not considered necessary. 2. The policy requires developments of innovative design to be appropriate to the local context and a such additional or alternative wording is not considered necessary. 3. Specific reference to design and access statements is unnecessary as applicants will need to demonstrate compliance against the policy. 4. Good design is a part of creating sustainable development and as such it is the council's view that it meets the guidance set out in the NPPF. Building for Life 12 is non-statutory guidance that provides additional guidance in relation to housing development, as such it would be inappropriate to make specific reference in the Policy. 5. Design review is a matter for development management and not appropriate for inclusion in a local plan. 6. The council will make a minor amendment to CDMP3 (a) to add "landscaping" to the list of design issues that development proposals are required to have regard to. Minor Modification: Add reference to landscaping within CDMP3 (a).
0675/P/05/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	CDMP3	N	Refers to CDMP3. There is no reference to having regard to significant ecological features such as trees, hedgerow, ponds; and undertaking ecological assessments. However, this is covered to some extent in CDMP4. The policy should at least refer to the need to comply with CDMP4 if it is to conform with the NPPF (paragraph 113).	None	The Local Plan should be read as a whole, therefore cross references to other policies in this occasion is not required.

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0808/P/14/GC	Story Homes	CDMP3	n/a	Welcome the Council's commitment to securing high quality design at new development proposals delivered within the Borough but the Policy should be amended to make clear that where a good standard of design and build quality can be demonstrated this should be weighed in favour of permitting the planning application.	Policy should be amended to make clear that where a good standard of design and build quality can be demonstrated this should be weighed in favour of permitting the planning application.	The weight given to the local plan and its different aspects will be considered by decisions makers at the appropriate time, taking into account relevant material considerations.
1023/P/06/GC	Fleetwood Civic Society	CDMP3	n/a	Consideration should be made when determining new builds in Fleetwood as to preserve heritage. Since the publication of the Draft Plan, Fleetwood's Conservation Area has been placed on the "at risk" register and look forward to working with Wyre to secure and enhance the town (CDMP3 – Design).	None.	Noted. Policy CDMP5 - Historic Environment addresses heritage matters.
0645/P/18A/GC	Nether Wyresdale Parish Council	Core Development Management Policies 6.5 - Environmental Assets	n/a	Tree planting in the context of appropriate new development is a statutory requirement and this should be drawn out in the Policy preamble.	See summary	As the requirement referred to is set out in statute, it is not necessary for the Local Plan to duplicate the reference in the Act to the consideration of trees. The consideration of trees in the context of granting permission for development falls within the broader term of "landscaping" which is addressed by CDMP3 (b). The council are, however, making a minor change to CDMP3 (a) to add a further reference to "landscaping" as a matter that development must have regard to. Minor Modifications: Add reference to landscaping within CDMP3 (a).
0299/P/23/C	Associated British Ports	CDMP4	Y	Support criteria 1, 2 and 3	None.	Noted
0299/P/24/C	Associated British Ports	CDMP4	N	CDMP4 - PARTS 4,5,6,7 & 8 - Support provision of Green Infrastructure but policy over prescriptive and policy provision should be on case by case basis.	Insert criteria "where required and feasible to do so, development should be required to contribute to the Borough's Green Infrastructure and that this should be considered further through the development management process".	The policy considered to be consistent with the NPPF and is based on good planning principles.
0299/P/25/C	Associated British Ports	CDMP4	Y	CDMP4 (9) Broadly support maximising the benefits of water courses and bodies in relation to development proposals in terms of their function	None.	Noted
0299/P/26/C	Associated British Ports	CDMP4	N	CDMP4 - parts 10, 11, 12, & 13 - Policy should be more precise.	Where project HRAs are required, they should be produced in consultation with the relevant bodies, be proportionate and specific to the ecological nature of the site in question.	The policy is considered to be consistent with the NPPF. Policy requirements are based on the Local Plan HRA that has been agreed with Natural England.
0343/P/07/GC	Highways England	CDMP4	n/a	Support development which provides cohesive and effective pedestrian and cycle linkages with the surrounding area, which can help encourage greater uptake of these sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0344/P/12/GC	Historic England	CDMP4	n/a	Policy CDMP4: Environmental Assets – it should be acknowledged that some green infrastructure is of heritage value in its own right. Conservation areas and historic parks & gardens are such examples, along with cemeteries, canals etc. Their conservation should be an integral part of enhancing the green infrastructure of the area.	See summary.	Where green infrastructure assets have heritage value, Policy CDMP5 will also apply.
0344/P/13/GC	Historic England	CDMP4	n/a	Policy CDMP4: Environmental Assets (Trees and Hedgerows) – this sub-section of the policy should also acknowledge that protected trees also include those within conservation areas and those within historically important hedgerows.	See summary.	This matter can be more adequately covered in a footnote. Minor Modification: Add a footnote to Policy CDMP4 (25).
0363/P/10/C	Taylor Wimpey UK	CDMP4	N	TW broadly supports the overarching principles of Policy CMP4 which seek to provide enhancements to environmental assets and minimise environmental impacts. However, it objects to the requirement in Policy CMP4 for new development proposals to protect and enhance the functionality and interconnectivity of Green Infrastructure. Policy CDMP4(5) states that Countryside Areas and Coastal Sands areas outside of settlements boundaries form part of the Green Infrastructure but it is not clear how these areas accord with the Green Infrastructure definition in the Framework. Furthermore, it is not clear from Policy CDMP4(5) how developments will be expected to protect and enhance the functionality of Green Infrastructure. The policy and reason justification does not provide a clear strategy for the Green Infrastructure network, nor does it recognise that the Green Infrastructure identified includes a variety of environmental features, each with their own intrinsic purposes and requirements. TW accepts that new facilities, or improvements to existing facilities, may be required in areas of deficiency or to overcome harm caused by the proposed development (Policy CDMP4(6)). However, improvements to Green Infrastructure can only be required to mitigate the impact of development and not just because the Council considers it may be beneficial. Any improvements must meet the tests set out in the Framework and avoid causing undue impacts on the cost of delivery of units and as such, must be considered as part of the viability evidence prepared by the Council. This element of the policy is considered to be unsound as it is not based on a robust and credible evidence base.	The Council should amend the policy to set out a clear the strategy for the Borough's Green Infrastructure and identify the principle assets that it is seeking to protect to ensure that any requirement for development to make a positive contribution to Green Infrastructure is justified.	It is not the role of the Local Plan to establish Green Infrastructure Strategy per se - in fact the Local Plan evidence base contains the council's Green Infrastructure Strategy. The definition of Green Infrastructure contained in the NPPF is broad. At page 5 of the Green Infrastructure Strategy defines the terminology. The Local Plan identifies key elements of the Green Infrastructure Network and as such provides a basis for identifying those aspects that are relevant to any particular development proposal. Viability is addressed through policy SP6 - Viability and policy SP7 - Infrastructure Provision and Developer Contributions. The need for development to make a positive contribution to green infrastructure is qualified by the words "where appropriate".
0395/P/19/C	CPRE Lancashire	CDMP4	Y	Policy CDMP4 Environmental Assets is welcomed as it attempts to protect and enhance the green infrastructure network, which is vital to promoting biodiversity including the River Wyre and its tributaries, Lancaster Canal, cycling routes and Public Rights of Way (PROW) and the open countryside, with coast and beaches. A third of Wyre's farmland is Best and Most Versatile Land (Grade 2), so we are particularly pleased to note that Policy CDMP4 states BMV (grades 1 to 3a) must be protected, in accordance with NPPF Para 112, which places a duty to protect BMV land when progressing policies and allocations. People like green environments that support birds, wildlife and flora. The quality of a development is improved and the long term outcome is much better.	None	Noted
0412/P/11/C	Forton Parish Council	CDMP4	N	The policy should state that off-site compensation measures will be sought in the immediate area and point 7 (c and d) should specify if compensation is provided, it should be in the immediate area. A similar specification should be made for any financial contribution.	See summary	The implementation of the policy will be dependant on the particular circumstances of the development and the nature of the compensation or mitigation proposed. It is therefore not appropriate to state with certainty the compensation/mitigation must take place within the immediate locality of the proposed development.
0510/P/13/GC	Save Our Scorton Residents' Association	CDMP4	n/a	Public Rights of Way are a crucial element of Green Infrastructure the benefits from which are not guaranteed by protecting the routes themselves but may also depend on protecting from development their wider landscape setting and the views that they offer. It is important that this policy provides a basis for such protection or is cross-referenced to CDMP 6 (6) – Public Rights of Way.	Point 4 should be reworded as the quality, functionality and interconnectivity of Green Infrastructure.	The Plan should be read as a whole and as such there is no need for the cross-referencing to CDMP6. Protecting the "quality" of existing green infrastructure is, in itself, not appropriate as there may be circumstances where enhancement is a desired outcome.

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0510/P/14/GC	Save Our Scorton Residents' Association	CDMP4	n/a	It is misleading and unhelpful to the effective application of this policy to suggest all countryside areas fall within the term Green Infrastructure.	1) The second sentence should be rephrased to identify the specific elements within the countryside that constitute green infrastructure perhaps drawing on the Natural England definition as their guidance is still referred to in National Planning Practice Guidance and/or 2) Key elements of Green Infrastructure outside settlement boundaries be shown on the Proposals Map e.g. the Millennium Way between Garstang and Scorton.	It is not clear from the representation why designating the countryside as Green Infrastructure is "misleading" and "unhelpful". It is the council's view that the countryside meets the definition of Green Infrastructure and as such it is appropriately designated.
0545/P/04a/GC	Garstang Town Council	CDMP4	n/a	GARSTANG GREEN INFRASTRUCTURE The area known as the Garstang Show Ground bounded on the North and East by the River Wyre and to the South by Wyre Lane and to the East by private housing should be designated as GREEN INFRASTRUCTURE	Additional Green Infrastructure.	The area referred to as the Garstang Showground is considered to be part of the wider countryside and is protected as such. The countryside forms part of the borough's Green Infrastructure as set out in policy CDMP4 Environmental Assets.
0645/P/17/GC	Nether Wyresdale Parish Council	CDMP4	n/a	This policy is fully supported. The Publication Draft Proposals Map indicates specific infrastructure assets. In the case of Scorton, these designations are fully supported. The 'visual' benefits of these assets should be recognised as often making a significant contribution to the character of a place and its townscape qualities as well as the other benefits referred to.	Amend the policy to refer to the visual benefits of the assets listed.	The issue of the impact of development on the landscape - which includes visual impact - is addressed by CDMP4 (14) to (16). However the council will clarify that this part of the visual benefit provided of the features identified in CDMP4 are addressed by Landscape (14-16) but will clarify applies to urban and rural landscape. Minor Modification: Clarify that the policy in terms of the assessment of landscape impact applies within and outside of settlement boundaries.
0645/P/18B/GC	Nether Wyresdale Parish Council	CDMP4	n/a	1) Reference should be made to the principle of increasing the incidence of tree cover across the Borough as a whole. This should also be referenced in the context of the consideration of new development. 2) Support tree hedgerow preservation and consider that reference should be made to the presumption of protecting and preserving trees (particularly within orders) as an important material factor in the consideration of development proposals.	See summary	The council consider that the policy appropriately balances the need to protect trees and hedgerows and the need for development, recognising that in some cases a loss may be unavoidable but that where this is the case appropriate mitigation, including replacement, will be sought.
0675/P/06/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	CDMP4	Y	This policy is extensive and comprehensive and would appear to be essentially 'sound', though the reference to "habitats or species listed in the Lancashire Biodiversity Action Plan" might be usefully updated. Reference to: Lancashire's Ecological Networks; Lancashire Biodiversity Action Plan (content of former LBAP website); Lancashire Key Species; would be more up-to-date, and would include the species and habitats covered by the Lancashire BAP. See the Lancashire Environment Record Network (LERN) website at: http://www.lancashire.gov.uk/lern/services.aspx .	See summary	The Lancashire BAP content is now accessed via Lancashire Environment Record Network (LERN), policy wording to be updated to refer also to Lancashire Key Species and provide link in footnote in the Local Plan. Lancashire Ecological Network evidence for wetland and heathland is in draft format and therefore the network is incomplete and reference in policy is considered inappropriate. Minor Modification: Update CDMP4(12) to refer to Lancashire Key Species and include footnote reference to LERN as source.
0808/P/15/C	Story Homes	CDMP4	N	Net biodiversity - there should not be a need for all biodiversity measures as set by Policy CDMP4 to be incorporated into new developments. The requirement may not be achievable on certain sites and may not provide for any benefits on others. Measures incorporated to achieve net biodiversity benefit should be proportionate and relevant to each site. Open space - only "identified open space" should be protected through this policy where evidenced to be needed through an up-to-date assessment. Assessment of Landscape - decisions should be based on a proportionate view of landscape character and likely or possible impacts from proposed development. Best and most versatile land - the Council should take into account the fact that the majority of undeveloped land within the Borough is classified as Best and Most Versatile Land. In the context of the housing needs of the Borough and absence of brownfield land, the response of a planning application to this need, should be considered to hold greater weight than the loss of this land to development. Trees - part 22 of the policy in relation to trees and hedgerows should be expanded to allow for loss where this can be sufficiently compensated within the site by replacement planting. The policy should only seek to protect trees of the highest quality, of ecological, historical, landscape or recreation value, and enable (as through Part 23) their replacement through new planting.	See summary.	It is the council's view that the wording of the policy provides sufficient flexibility to take into account the most appropriate bio-diversity measures and to have appropriate regard to matters involving landscape and trees. In relation to public open space, not all areas can be identified as some - including playing fields - may be developed over the lifetime of the plan and hence would be subject to this policy. There are many small areas of incidental open space that are not appropriate for allocation but may nevertheless part of the Green Infrastructure of the borough. The assessment of need is considered to be up-to-date. Planning applications will be decided against the policies of the local plan and any other material considerations.
0845/P/04/GC	Natural England	CDMP4	n/a	We acknowledge that Policy CDMP4 Environmental Assets includes the mitigation measure that developments within 3.5km of Morecambe Bay SPA must provide home owner packs but for clarity we believe that the allocation policies themselves should flag up if they are within 3.5km and if so refer to policy CDMP4 for required mitigation measures.	See summary.	Agree to update policy wording for relevant sites. Sites SA3/1 Fleetwood Dock and Marina and SA4 Hillhouse Technology Enterprise Zone policies already require a project level HRA that should have regard to the mitigation measures in the Local Plan HRA. Including wording on home owner packs would be duplication. Minor Modification: Add wording to relevant allocations to reflect the relationship to the Morecambe Bay European protected nature conservation site and need for packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance.
0860/P/08/C	Matthew Nunn	CDMP4	N	SA1/13 Inskip Extension is contrary to Policy CDMP 4 and the NPPF - loss of good quality agricultural land and loss of existing ecological features which won't be protected or enhanced by the development of 200 houses.	No comment made.	See council response to representations regarding SA1/13 Inskip Extension.
0865/P/02/C	Christine Ruth Kirby	CDMP4	N	1. There will be permanent loss of habitat with known wildlife - barn owls, buzzards, migrating birds, hares and hedgehogs. 2. The area proposed will NOT be enhanced, BEAUTIFUL landscapes will be lost forever. (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	Do Not build in Inskip on such a large scale - it is out of proportion - doubling the size of the core settlement. I feel that the Wyre Local Plan has unreasonably taken up the offer of an over enthusiastic landowner - allocating us an extremely disproportionate amount of new houses for our small village.	See council response to representations regarding SA1/13 Inskip Extension.
0921/P/05/GC	Sport England	CDMP4	n/a	Welcome the explicit reference to playing fields within this policy under GI. Direct reference should be made to any development solutions (criterion d and e) need to be evidence led, e.g. the playing pitch strategy, this will ensure the policy is justified and based on a sound evidence base. I suggest explicit reference is required either in the policy, as policy HP9, or in the above supporting text.	Reference needs adding to the fact that development solutions should be evidence led.	The council will address this matter through a minor modification to the policy pre-amble. Minor Modification: Amend policy pre-amble to refer to the need to ensure that mitigation and compensation measures should be evidence based.

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0937/P/05/C	Bourne Leisure	CDMP4	N	Refers to Policy CDMP4 (point 3). Bourne Leisure is concerned that, as drafted, Policy CDMP4 indicates that, in all cases, the Council will treat off-site compensation measures as reasonable alternatives to on-site mitigation for adverse environmental impacts. However, it is not always possible or appropriate to seek to mitigate the impact off-site (i.e. noise and air (dust and odour) pollution). Each case must be treated on its merits. Bourne Leisure considers that draft Policy CDMP4 should reflect the provision at draft Policy CDMP1, which seeks to ensure that new development will be compatible with existing or proposed uses. Wyre BC should also apply the principles of this draft policy in protecting against unacceptable impact arising from neighbouring uses when responding to proposals being determined by LCC. Bourne Leisure therefore considers that, as drafted, Policy CDMP4 (point 3) does not meet the "justified" test of soundness because it does not apply the most appropriate strategy.	Bourne Leisure considers that draft Policy CDMP4 (point 3) should be amended as follows: "Development proposals will be required to be accompanied by proposals to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes. Where mitigation measures are not considered adequate, the Council will consider whether appropriate on or off site compensation measures will should be applied be sought to off-set the environmental impact of the development whilst fully protecting the amenity of neighbouring uses." The Company considers that this modified policy would meet the "justified" test of soundness, as it applies the most appropriate strategy, reflecting the need to provide adequate protection for environmental assets, e.g. the amenity of neighbouring uses.	This policy is in relation to environmental assets. The Local Plan should be read as a whole. Planning application are treated on their own merits. CDMP4(2) seeks to mitigate environmental impacts and if this is inadequate, compensation measures are considered on or off site. The policy is considered to be consistent with the NPPF.
0941/P/09/C	Gladman Development	CDMP4	N	Gladman submit that new development offers the opportunity to improve existing ecological values of existing Green Infrastructure assets which can often be integrated into development proposals through quality design measures. It is often necessary to provide public open space as part of a development proposal, this will add to existing Green Infrastructure and ensures the local community will benefit from any potential ecological enhancements. Gladman is concerned that the emphasis of the policy is on 'protecting' existing Green Infrastructure which could result in inconsistencies through the decision-making process rather than seeking to integrate sustainable development opportunities within the existing landscape.	See summary.	The council do not accept that the policy is overly focused on the protection of green infrastructure. The policy at CDMP4(1) seeks to provide enhancements to environmental assets (which include Green Infrastructure) and at CDMP4(2) maximise opportunities to improve environmental outcomes. It is not clear how inconsistencies in the decision-making process will arise.
0968/P/08/GC	Cabus Consortium	CDMP4	n/a	Net biodiversity - there should not be a need for all biodiversity measures as set by Policy CDMP4 to be incorporated into new developments. The requirement may not be achievable on certain sites and may not provide for any benefits on others. Measures incorporated to achieve net biodiversity benefit should be proportionate and relevant to each site. Open space - only "identified open space" should be protected through this policy where evidenced to be needed through an up-to-date assessment. Landscape - decisions should be based on a proportionate view of landscape character and likely or possible impacts from proposed development. Best and most versatile land - the Council should take into account the fact that the majority of undeveloped land within the Borough is classified as Best and Most Versatile Land. In the context of the housing needs of the Borough and absence of brownfield land, the response of a planning application to this need, should be considered to hold greater weight than the loss of this land to development. Trees - part 22 of the policy in relation to trees and hedgerows should be expanded to allow for loss where this can be sufficiently compensated within the site by replacement planting. The policy should only seek to protect trees of the highest quality, of ecological, historical, landscape or recreation value, and enable (as through Part 23) their replacement through new planting.	See summary.	It is the council's view that the wording of the policy provides sufficient flexibility to take into account the most appropriate bio-diversity measures and to have appropriate regard to matters involving landscape and trees. In relation to public open space, not all areas can be identified as some - including playing fields - may be developed over the lifetime of the plan and hence would be subject to this policy. There are many small areas of incidental open space that are not appropriate for allocation but may nevertheless part of the Green Infrastructure of the borough. The assessment of need is considered to be up-to-date. Planning applications will be decided against the policies of the local plan and any other material considerations.
0995/P/13/C	Inskip Residents' Action Group	CDMP4	N	Refers to NPPF para 112. Natural Environment White Paper 'The Natural Choice' (June, 2011) reaffirmed importance of protecting our soils. In reference to Policy CDMP4 para 17 -18 – all non-urban Fylde area is given good agricultural land classification on the national map. The Inskip allocation is grade 2, therefore the council are not protecting BMV agricultural land. Have to demonstrate that significant development on agricultural land is necessary - this given little weigh in allocation process. Should use poorer quality land first however the site allocation background paper dismisses this constraint. Land south of Preston Road (considered in Sustainability Appraisal as a rejected site) is in Flood Zone 2 and 3. The SA1/13 allocation is highest quality agriculture land and due to its height above sea level and drainage is Flood Zone 1. Land South of Preston Road appears to have been withdrawn by developer so there is no subordinate alternative and BMV agricultural land allocated. Preferable to spread development to other areas rather than lose this amount of grade 2 BMV agricultural land. Not positively prepared, not justified or effective. Not consistent with national policy – land allocated at Inskip in spite of policy CDMP4 para 17 and 18. Large amount of para 17 and 18 accord with NPPF but been ignored for site allocation.	CDMP4 supported in principle but as applied to site allocations needs to be re-written – conflict with SA1/13. Retain policy CDMP4 but delete further proposals for 200 homes in Inskip.	See council response to representations regarding SA1/13 Inskip Extension.
0645/P/19A/GC	Nether Wyresdale Parish Council	Historic Environment	n/a	1) No reference is made to any proposal to set out a positive strategy for the conservation of the historic environment (NPPF 126). It is hoped that in the context of the Local Plan and its proposed timescale such a strategy will be prepared. Reference should be made to this in the text. 2) reference should reasonably be made to the particular importance of listed buildings and conservation areas since there are statutory requirements in respect of conserving these assets which significantly impinge on the way in which development management decisions are influenced i.e. specific statutory duties. 3) There is no reference to the potential for, recognition of and policies in respect of local designations i.e. local lists of buildings. 4) There is no reference to the importance of conservation appraisals and management plans and their role in the development management process and the statutory duty to prepare and update them. There is no indication of the position of the local planning authority in respect of this issue.	See summary	The Local Plan adopts a positive approach in relation to the historic environment. Their linkages to the historic environment in the vision, objectives, Policies SP1 and SP2 and Policy CDMP5. Policy SP2 in line with NPPF paragraph 9 recognises the link between sustainable development and seeking improvements to cultural (historic) heritage. This is further amplified in Policy CDMP5 which sets a positive approach in line with NPPF paragraph 126. There is no requirement for policy to refer to a local list of heritage assets and at present no such listing is in operation. Matters relating to conservation area strategies and management plans are outside of the remit of the local plan policies.
0299/P/27/C	Associated British Ports	CDMP5	N	The requirement to assess heritage assets should be proportionate to the relationship between the site and asset, including the overall significant and importance of the asset itself. This is clear in NPPF.	Include criteria covering proportionality.	Policy by its very nature requires proportionately and does not need to be stated in the policy wording.
0344/P/14/GC	Historic England	CDMP5	n/a	Numerous suggested wording changes - see full representation for details.	Wording changes to policy CDMP5.	The suggested amendments are not relating to soundness matters nonetheless they have been considered and where it is considered that the amendment will clarify the policy, minor modifications have been put forward. Minor Modification: Minor amendments to Policy CDMP5 to improve the clarity of the policy.
0395/P/20/C	CPRE Lancashire	CDMP5	Y	We are supportive of policy CDMP5 Historic Environment.	None	Noted
0645/P/19B/GC	Nether Wyresdale Parish Council	CDMP5	n/a	The Policy, whilst clearly taking into account the NPPF/PPG should more fully align with its wording and intent. This relates to Paras. 132 (conservation of assets and setting), 133 – 135, making reference to the issue of 'substantial harm' or 'total loss of significance'.	See summary	It is the council's view that policy CDMP5 accords with national planning guidance and specifically addresses setting (CDMP (3)) and substantial harm/total loss (CDMP5 (4)).

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0808/P/16/GC	Story Homes	CDMP5	n/a	The requirement for direct enhancement and sustaining of affected designated and non-designated heritage assets as set by Policy CDMP5 is undeliverable. These assets often won't be in the control of the Council or applicant, as such it will be impossible to see the benefits of this policy approach realised. Instead the policy should focus on how development should respond to nearby designated and non-designated heritage assets. Regarding archaeology, a more flexible and iterative approach should be adopted. The Council should allow investigations which have taken place prior to the submission for planning to determine an appropriate course of action provided this is justified in relation to the potential rarity of such artefacts, the significance of the site on a local, regional or national basis and the likely condition of any remains. Should the site be found to hold potential for archaeological remains and if the remains are likely to be common for the area, are of little local significance, and condition of findings is likely to be poor then development should be allowed without need for further study.	More flexibility in the policy wording in relation to heritage assets and archaeology.	The policy doesn't require the enhancement of a heritage asset outside of the control of an applicant - it seeks to ensure that development that has the potential to affect a heritage asset will be required to sustain or enhance its significance. This criterion has to be read in the light of the policy as a whole which is clearly focused on the relationship between a proposed development and a heritage asset. With regards to archaeology, the policy is considered by the council present an appropriate framework - including a "satisfactory" programme of investigation - for the consideration of such matters at the stage of a planning application at which point what is "satisfactory" will be determined based on appropriate information.
0961/P/02/C	Rosemary McLean	CDMP5	N	Lack of sound heritage protection. Policy CDMP5 aims to protect the historic environment and ensure that new developments are respectful to and does not impact on these sites. I am surprised to see no registered heritage assets in Barton and concerned that nobody is responsible for Heritage Assets at the council which is irresponsible. I urge you to refer to Preston City Council Heritage Site. Local lists play an important role in identifying and protected heritage sites, encouraging material consideration in the planning process. Historic England's Advice Note emphasises working in partnership with community groups including civic societies. However, there are no Local Heritage Listings on Wyre Council's website. Heritage England are particularly concerned about the preservation of Public Houses 1918-1939 with very few surviving; they provide important social spaces and lie at the heart of communities. There are examples where such public houses have been demolished without warning. Thus, listing offers them protection and acknowledges identity. The council's Duty of Care to promote local assets and protect the communities heritage.	None	The policy applies to designated and undesignated heritage assets. The policy is considered to be consistent with the NPPF.
1023/P/07/GC	Fleetwood Civic Society	CDMP5	n/a	Cultural heritage – we would ask to add a clause to ensure that there is no building on the beach to protect beach biodiversity, flora and fauna.	Add a "no building on the beach" clause.	Coastal sands are part of the boroughs "Green" Infrastructure as defined by the Green Infrastructure Strategy and as such the provisions of Policy CDMP4 apply.
0299/P/28/C	Associated British Ports	CDMP6	N	Majority consistent with NPPF. Public Rights of Way is unsound, policy is negatively worded and seemingly do not allow development which would 'adversely' affect PROW.	Policy make clear that appropriate diversion of PROW can be supported where facilitate development.	The NPPF requires protection and enhancement of PROW. Policy CDMP6(g) allows for the replacement of a PROW where it accords with criteria.
0343/P/08/GC	Highways England	CDMP6	n/a	Supports the use of Travel Plans where appropriate, as an effective management tool in regard to the number of trips generated by development. Travel Plans should adopt realistic targets and measures which can feasibly be implemented.	None.	Noted
0363/P/11/C	Taylor Wimpey UK	CDMP6	N	TW broadly supports the provisions set out in Policy CDMP6. However, TW objects to CDMP6(2) which requires new development to make provision for standard charge Electric Vehicle Recharging [EVR] points. Firstly the wording of the policy is ambiguous in that it does not provide clear guidance on the threshold of development which will require the provision of EVR points. Secondly, the provision of the EVR points are neither evidenced of justified. There is a significant cost to install EVR points into new developments which has not been considered in the Local Plan and Allocation Viability Study. The provision of EVR points therefore conflicts with the Framework which makes clear that sites should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.	TW requests that: 1. The Council considers if the provision of EVR points is necessary and justified and whether the requirement is based on sound and robust evidence. 2. The Council revisits the Local Plan and Allocation Viability Study to ascertain the impact that the provision of EVR points will have on the viability of development sites.	Keppie Massie on behalf of the council has produced a response to matters regarding EVR points and viability. The incorporation of a policy requiring the provision of EVR points is entirely consistent with paragraphs 29 to 30, is consistent with the need to develop the infrastructure necessary to support sustainable travel (NPPF para. 31) and consistent with para. 35 which promotes the incorporation of facilities for charging plug-in. The policy applies in all cases where parking provision is proposed. The precise requirement will be considered by the council on a site-by-site basis.
0395/P/21/C	CPRE Lancashire	CDMP6	N	We are supportive of policy CDMP6 Accessibility and Transport, but are concerned at the approach taken that increase in private car use is inevitable as is the reduction in public bus and rail services. The local plan in pursuit of sustainable development must ensure new public transport services are paid for by developers. We must increase the modal share of public transport, and more sustainable modes such as cycling and walking. CPRE Lancashire recommends a more ambitious approach to accessibility and transport. Discourage car-based developments which ideally would not be permitted.	None	The preamble to Policy CDMP6 notes that due to the rural nature of Wyre, there is a high reliance on the car. The Local Plan provides opportunities to maximise access to public transport. It is noted that the local plan, though policies SA1, SA3 and SA4 allocates land sufficient for 5,375 houses of which 5,027 are expected to be delivered within the Plan period. Of these some 80% are located in locations with good direct access to public transport along the A6 and on the peninsula. It is the view of the council that it has significantly met the guidance in the NPPF in relation to the location of development sites that are accessible to public transport.
0510/P/15/GC	Save Our Scorton Residents' Association	CDMP6	n/a	Commitment to refuse development that would adversely affect the public enjoyment of a Public Right of Way or detract from its character is welcomed. However, important walking trails, such as the Millennium Way, cycle routes and bridleways may have sections of route on public highway and it is important that such protection be afforded to the routes as a whole.	The policy wording could usefully be amended as follows: Proposals will not be permitted which: a) Adversely affect any existing public right of way, walking route, bridleway or cycle route and the public's enjoyment of it unless a satisfactory alternative is provided that provides as convenient a route and equivalent public amenity and benefit. b) Detract from the character of any existing right of way, walking route, bridleway or cycle route c) Do not accord with the need to improve and provide access to the countryside for the disabled.	Policy CDMP6 (6) addresses public rights of way regardless of whether they are on or off road. CDMP6 (1) ensures that regard is had to the users of the highway network when considering development proposals.
0645/P/20/GC	Nether Wyresdale Parish Council	CDMP6	n/a	It is considered essential that reference is made to the constraints to development as a result of the highway network. The inadequacy of the highway network has a direct impact on overall accessibility, sustainability and highway safety. Development will be determined to be unsustainable where accessibility is inadequate and the highway network is unsuitable by way of capacity, in addition to capabilities of the local network to satisfactorily accommodate the development. The necessity of any development being supported by high levels of accessibility, the necessity for a variety of means of transport, safe and adequate access is essential. Account must also be taken as regards local traffic conditions in the consideration of development proposals in respect of the need to minimise congestion – or not add to it - and the necessity to take into account environmental effects of increased traffic levels on local amenity.	See summary	The highway evidence produced by Lancashire County Council identifies constraints across the highway network and this has directly influenced the Local Plan site allocations. CDMP6 is designed to ensure that accessibility and transport matters are properly addressed where planning applications are submitted to the council for decision. Specifically referencing constraints in particular parts of the network within the policy wording is not appropriate.
0645/P/21/GC	Nether Wyresdale Parish Council	CDMP6	n/a	The policy in relation to public rights of way is fully supported.	None	Noted

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0808/P/17/C	Story Homes	CDMP6	N	1) The process of diversion or stopping up of Public Right of Ways is separate to Planning and is likely only to be engaged by applicants once the principle of developing a site is accepted by the Local Planning Authority. Therefore the deliverability of any likely solution is subjected to a separate process and as such any agreed rerouting at the planning stage may not be deliverable. The Council should be flexible to this possibility considering each case on their own merits. The issues of character and enjoyment of a Public Right of Way is subjective. In assessing this the Council should be mindful of wider characteristics and use of the Site/Footpath, as well as any benefits from the development to enhance the footpath and make it more accessible. 2) Question the requirement for Electric Charging Points. The Policy is unclear as to what proportion Electric Charging Points will be required and whether this is applicable for residential dwellings. It is unclear if the Council has taken into account this requirement in its Viability Appraisal.	See summary.	The council view the policy concerning public rights of way as sufficiently flexible to take into account varying circumstances. It is appreciated that stopping up a PROW is separate from the planning process but any appropriate alternative routing can be conditioned and as such should not affect any planning decision on the principle of development. Keppie Massie on behalf of the council has produced a response to matters regarding EVR points and viability. The incorporation of a policy requiring the provision of EVR points is entirely consistent with paragraphs 29 to 30, is consistent with the need to develop the infrastructure necessary to support sustainable travel (NPPF para. 31) and consistent with para. 35 which promotes the incorporation of facilities for charging plug-in. The policy applies in all cases where parking provision is proposed. The precise requirement will be considered by the council on a site-by-site basis.
0860/P/07/C	Matthew Nunn	CDMP6	N	SA1/13 Inskip Extension is on the site of a current footpath and is therefore contrary to Policy CDMP6 criterion 6 (public rights of way).	No comment made.	See council response to representations regarding SA1/13 Inskip Extension. Minor Modification: Add wording to SA1/13 to acknowledge the PROW.
0962/P/10/C	Metacre Ltd	CDMP6	N	Criterion 2) requires all development with parking provision to provide standard charge electrical vehicle recharging (EVR) points. Nowhere in NPPF is it suggested that effectively all development must deliver EVR points, nor would it be appropriate to suggest that development in all circumstances would have to be refused were these not to be provided. The wording of the policy places too much weight on the delivery of EVR points and fails the tests of being necessary to make the development acceptable in planning terms and being reasonable. Moreover, it is not consistent with the cost/benefit analysis approach of NPPF. Criterion 3) states that where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to such works to the transport network to mitigate these impacts. NPPF paragraph 32 confirms that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe". It is possible therefore that a development may have an impact on the highway network, but not to the extent where it would justify the refusal of permission. Particularly in the cost/benefits analysis approach of NPPF. Obligations are only CIL compliant where they are necessary to make the development acceptable in planning terms. As such criterion 3) is not consistent with the NPPF.	Amend criteria.	Keppie Massie on behalf of the council has produced a response to matters regarding EVR points and viability. The incorporation of a policy requiring the provision of EVR points is entirely consistent with paragraphs 29 to 30, is consistent with the need to develop the infrastructure necessary to support sustainable travel (NPPF para. 31) and consistent with para. 35 which promotes the incorporation of facilities for charging plug-in. The policy applies in all cases where parking provision is proposed. The precise requirement will be considered by the council on a site-by-site basis. If necessary the council will produce guidance for applicants on this matter. In relation to the comments concerning criterion (3), the policy requirement is for highway works or other measures where an adverse impact has been identified. This is encouraged by the NPPF para. 32, bullet point three. The issue of "severe" impacts and the potential refusal of permission is a matter that will be considered on a site-by-site basis with the benefit of advice from the highway authority..
0968/P/09/C	Cabus Consortium	CDMP6	N	1) The process of diversion or stopping up of Public Right of Ways is separate to Planning and is likely only to be engaged by applicants once the principle of developing a site is accepted by the Local Planning Authority. Therefore the deliverability of any likely solution is subjected to a separate process and as such any agreed rerouting at the planning stage may not be deliverable. The Council should be flexible to this possibility considering each case on their own merits. The issues of character and enjoyment of a Public Right of Way is subjective. In assessing this the Council should be mindful of wider characteristics and use of the Site/Footpath, as well as any benefits from the development to enhance the footpath and make it more accessible. 2) Question the requirement for Electric Vehicle Charging Points. The Policy is unclear as to what proportion Electric Vehicle Charging Points will be required and whether this is applicable for residential dwellings. It is unclear if the Council has taken into account this requirement in its Viability Appraisal.	See summary.	The council view the policy concerning public rights of way as sufficiently flexible to take into account varying circumstances. It is appreciated that stopping up a PROW is separate from the planning process but any appropriate alternative routing can be conditioned and as such should not affect any planning decision on the principle of development. Keppie Massie on behalf of the council has produced a response to matters regarding EVR points and viability. The incorporation of a policy requiring the provision of EVR points is entirely consistent with paragraphs 29 to 30, is consistent with the need to develop the infrastructure necessary to support sustainable travel (NPPF para. 31) and consistent with para. 35 which promotes the incorporation of facilities for charging plug-in. The policy applies in all cases where parking provision is proposed. The precise requirement will be considered by the council on a site-by-site basis. If necessary the council will produce guidance for applicants on this matter.
1023/P/03/GC	Fleetwood Civic Society	CDMP6	n/a	Infrastructure: We hope that the council make efforts to secure any Section 106's under planning and any funds that become available are used to improve approaches to Wyre and its varied destinations within (road access). CDMP6 Accessibility and Transport must play an important part when considering all aspects and planning for the Borough.	None.	Noted
0072/P/02/C	Thornton Action Group (TAG)	Housing 7.2 - Housing Land Supply	N	The target is set at 8224, which amount to 411 houses per year until 2031. Given prior shortfalls, Wyre has recognised the need to spread housing needs over the period to 2031 which amounts to 59 additional houses per year. Thus, the housing requirement is 411+59 houses; 470 per year. The LP is not sound as it is not deliverable in the time period due to market constraints and limit resources exemplified by proposals at Lamb's Hill which only delivered 360 homes. No match between the projected population growth (6%) and the increase in housing (14.8%). The increase in the number of houses in Wyre cannot be justified in terms of overspill from neighbouring boroughs, since all boroughs are rapidly increasing their supply.	The number of additional houses need to match the projected increase in population.	The level of housing required over the Plan period is set at 8,224 dwellings, an average of 411 dwellings per annum. As explained in the Housing Background Paper, over the period 2011-2017 completions have been less than this average figure. The Background Paper explores the reasons for this. The shortfall against the 411 annual requirement is 820 dwellings. The Background Paper explains that this will be made-up over the remaining plan period at a rate of 59 dwellings per annum. In addition to the 411 dwellings per annum, giving a total of 470 dwellings per annum from 2017. The Local Plan allocates sufficient land across the borough to meet this requirement. The need for housing is set out in the Strategic Housing Market Assessment which explains the link between population, households and housing needs. Each local authority is required to identify and plan for, taking into account constraints, its own needs.
0032/P03/GC	Blackpool Council	HP1	n/a	Windfall Allowance No windfall allowance is included within the Local Plan which may result in significant consequences for neighbouring authorities that are being asked to address the unmet need. The approach may be reasonable with regard to larger sites (of 25 units or more), however, the proposed approach ignores the potential contribution from smaller sites and conversions that have always made a significant contribution to housing delivery in Wyre. Blackpool considers that there is compelling evidence for Wyre to include a windfall allowance for small sites in the Local Plan. Build out Rates The Housing Background Paper set out Wyre's approach to build out rates. And includes table 10 that sets out standard lead in and build out rates for sites. However, the overall approach to build out rates is unclear. The lack of clarity is further compounded by the fact that the build out rates for all of the sites where development is not predicted to be completed during the plan period are significantly lower in the trajectory in Appendix 2 of the Housing Background Paper than the standard rates. There is no explanation/justification for this in the site information in the Local Plan or the Housing Background Paper. These sites are; SA1/2 Lambs Road/Raikes Road, SA1/11 North of Norcross Lane, SA3/3 West of Great Eccleston and SA3/4 Forton Extension. The Local Plan does not propose to apply a restrictive phasing policy to the release of any allocated housing sites. If standard build out rates were applied, an additional 348 dwellings over the plan period. This could have a substantial impact on the level of unmet need and the impact on neighbouring authorities. No justification appears to be provided for deviating from the standard build out rate assumptions.	See summary.	See council response to representations to on OAHN and housing supply. The council's approach to build-out rates is explained in the Housing Background Paper.

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0172/P/04/C	Dawndew Salad Ltd	HP1	N	Despite the correspondence between 2012 and 2016 in response to the 'Call for Sites' enquiries made by Wyre Council, including the acknowledgment in May 2016 by Wyre Council that the site (Land at Fouldrey Avenue, Poulton-le-Fylde) would be considered, the site was designated as a Countryside Area. The site has not been adequately considered for residential housing within SA1. Site Allocation SA1/6 is less sustainable. Details for the site's designation as Countryside Area as opposed to land designated for housing allocation were not included within the Local Plan and therefore has not been justified. The proposed development (a detailed representation document also submitted included access, drainage, landscape, ecology and biodiversity and masterplanning details) would comply with the SP1 and HP1 to deliver 8,224 dwellings in Wyre between 2011 and 2031. Although within Section 9 Site Allocations, Paragraph 9.2.3 it is outlined that the Local Plan does not apply phasing requirements in order to achieve a maintainable 5 year housing land supply, the phasing of proposed development would accommodate a sustainable housing supply with less disruption to the area.	Within SA1 it is clear that within the considerations section, development can be brought forward, however we would recommend a specific policy to be integrated within HP1 and SA1 that outlines planning for proposed sites to be brought forward and switched to allow opportunity for certain developments with greater feasibility to meet the housing demand in a sustainable manner to be able to advance.	The process of allocating land within the local plan has been described in the Site Allocations background paper. The subject site lies to the north east of Poulton-le-Fylde town centre on the edge of the urban area. The majority of the site is formed by the Dawndew Salad facility. The remainder is open land. The Settlement Boundary background paper describes the key principles used to define settlement boundaries. The whole of the subject site is in the defined countryside in the 1999 Local Plan. The Publication Draft amends this designation by bringing the facility within the boundary of the settlement. It is "white" land in the Publication Draft Local Plan (i.e. unallocated). The site area defined by the Dawndew Salad facility was considered in the 2017 Strategic Housing Land Assessment (ref. PFY_05). The facility lies in flood zone 3. The council's Strategic Flood Risk Assessment places the facility in the highest category of flood risk. Consequently the area of the facility was excluded from the list of "suitable" SHLAA sites and hence not considered as an appropriate location for allocation. As explained in the Site Allocations background paper, the highway evidence suggests that development should be focused north of the Poulton town centre and south of Garstang Road East/West. The allocation of land within Poulton reflects the highway evidence, including the overall cap on development, and committed development. The representation fails to address the highway evidence. With regards to the adjoining open land (referenced as PFY_05_01), this lies in flood zone 3 and, as explained in the Site Allocations Background Paper page 91, is not sequentially preferable.
0289/P/05/GC	Fylde Council	HP1	n/a	There is a question why no windfall allowance is included within the plan, particularly as some such sites could come forward within sustainable urban areas such as Fleetwood where impacts on highways are much less likely to be severe. A windfall allowance could assist in encouraging suitable sites to come forward and help deliver a greater amount of residential development over the plan period.	See summary.	See council response to representations regarding the OAHN and housing supply.
0297/P/04b/C	Home Builders Federation (HBF)	HP1	N	Objectively Assessed Need (OAN) - Based on the evidence provided within the 2017 SHMA and a need to support the forecast jobs growth, a figure of 513 dwellings may be considered more appropriate. Refers to paragraph 17 of the NPPF. The Local Plan figure meets neither the 479 nor the 513 OAN and therefore not compliant with the NPPF. A higher housing requirement would be justified to meet a greater proportion of the housing needs. Further details should be included within the Local Plan as to why the OAN cannot be met, and to ensure that all possible alternatives have been considered. Housing Supply - preference is to address the current undersupply of 820 dwellings as soon as possible (Sedgefield method) rather than over the remaining plan period as proposed by the council (Liverpool method). The Local Plan does not identify sufficient housing supply to meet the OAN. The Council has not identified how any other authority will contribute to meeting this unmet need, through the duty to cooperate. It is important that the plan provides sufficient development opportunities and provides a buffer over and above this requirement. The HBF recommend a 20% buffer of sites be included within the plan. 5 Year Supply - do not agree with the Council's calculations. There is an under supply which should be addressed using the Sedgefield method for the first five years. Recommends a 20% buffer. Suggests that more small sites should be allocated as these will deliver in the first five years - quicker than larger strategic sites. Do not consider that paragraph 2 of Policy HP1: Housing and Supply is appropriate. There is no justification for the approach and it is considered to be contrary to national guidance.	Amend the housing requirement to 513 dwellings p.a. Address any shortfall in housing provision as soon as possible and preferably using the Sedgefield method. A 20% buffer of sites be included within the plan. Remove or amend para. 2 of Policy HP1 to ensure that a 5-year supply is maintained and that any shortfall is addressed within the 5 year period.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0299/P/29/C	Associated British Ports	HP1	N	Concerned with housing provision – does not meet OAHN in accordance NPPF para 14. Engineering solutions can overcome flood risk, Green Belt over come through Green Belt assessment, not insurmountable constraint to not meet OAHN. For highway capacity refers to NPPF para 7, should consider what infrastructure is needed in the future to plan for housing. Object to the housing cap for settlements as a negative way of exploring growth options. Should consider Housing Infrastructure Fund which would allow broader consideration of highways improvements to ensure infrastructure can be delivered to support housing growth. Not meeting OAHN will create an imbalance in housing market and create unsustainable patterns of development, strain on house prices and affordability. Further imbalance of new homes and jobs as council cannot meet employment land needs – not clear how the Council aim to reconcile this issue. Object to 'Liverpool method' for delivering shortfall accrued – inconsistent with NPPF para 47 and the need to 'significantly boosting' housing supply. No evidence why Council cannot meet housing shortfall within first 5 years. Fails to deliver urgent need. Will lead to further imbalances in housing market and unsustainable development patterns.	Housing shortfall should be met in the following 5 year period - 'Liverpool Approach'	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. The option taken forward in the Local Plan is a hybrid option based on constraints associated with highways capacity and flood risk. Local Plan para 4.1.11 explains that there is only one strategy possible within the constraints. In relation to flood risk, mitigation is considered in the SFRA. The representation refers to engineering solutions as a generic comment and does not respond on specific issues in the SFRA level 1 and 2. A Green Belt Study (2016) was undertaken to consider whether land included within the defined Green Belt continues to serve the purposes defined in the NPPF. The study recommended three sites to be released. The highways evidence provided by Lancashire County Council considers the nature of the local network and sets a highway cap for the level of development throughout the borough. Where other constraints do not exist, the Local Plan has allocated development sites up to the highway cap. Highway improvements have been considered. There is no requirement in guidance that an adjustment to the employment OAN should be made if the council is unable to meet its full housing OAN.
0343/P/09/GC	Highways England	HP1	n/a	The current proposals for the quantum of allocated housing land differs from that which was presented in the previous Issues and Options stage. As a result, it is therefore important that appropriate traffic modelling of the current development proposals is undertaken in order to underpin the Publication Draft Local Plan and so that appropriate mitigation measures can be identified.	See summary.	The Local Plan has been prepared on available sound and robust evidence. As additional modelling becomes available, it will be used to update the Infrastructure Delivery Plan and inform on-going cooperation with Highways England. It should be noted that Highways England is not objecting to the Local Plan.

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0363/P/12/C	Taylor Wimpey UK	HP1	N	TW disagrees that the Council has maximised the development potential of land within the Borough. As a consequence, TW objects to Policy HP1(1), which is based on an inadequate level of provision being made (as outlined in preceding sections e.g. Policy SP1. The Framework requires Local Plans to meet their objectively assessed needs unless: "...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits ... or specific policies in the Framework indicate development should be restricted." There is no evidence that this is the case. TW acknowledges that the Council's evidence base indicates that parts of Borough are constrained in terms of highways capacity and flood risk. However, there is inadequate evidence to justify the failure of the Local Plan to meet the OAHN in full. TW consider that there are specific locations and opportunities where highways capacity and flood risk constraints do not apply (e.g. the wider land at Cockerham Road, Garstang). Such land should be allocated for development to assist the Council in meeting its full OAHN. Combined, this wider area of land and Site SA1/16 can deliver an additional 150 units which equates to 11% of the 1,356 dwelling shortfall. TW also objects to Policy HP1(2) which is contrary to the requirements of the Framework and PPG25. There is no evidence which justifies the distribution of undersupply across the whole of the plan period rather than within the 5-year period and thereby address the undersupply in the manner envisaged by national guidance. The Council should be proactive in identifying additional sites to deliver its housing needs instead of accepting that there is likely to be a shortfall in housing. As it stands Policy HP1 is neither effective nor compliant with national policy.	TW requests that: 1. The Council provides a positive approach to planning for housing needs in Wyre in seeking to significantly boost housing delivery, rather than accepting that there is likely to be a shortfall against the OAHN over the plan period. 2. The Council should amend Policy HP1 (1) by increasing the housing requirement to equate to the identified OAHN. 3. The Council should allocate additional sites to deliver the OAHN in accordance with the development strategy. 4. The Council should amend Policy HP1 (2) by confirming that a 5-year supply of deliverable housing sites will be maintained at all times and any undersupply will be dealt with in the 5 year period.	See council response to representations regarding the OAHN and housing supply.
0395/P/03/C	CPRE Lancashire	HP1	N	CPRE Lancashire does not wish to cause any further delay. Without a plan in place Wyre has been at the mercy of the most aggressive developers exploiting loopholes in the NPPF for profit and harming the countryside, including high grade farm land. The track record of planning in Wyre is extremely poor and the Council must be supported by the Planning Inspectorate and National Government in this regard. The housing development quantum of 8,224 dwellings is much too high based on a flawed method and overly-optimistic growth rates of 17.3% (see attached CPRE's Set up to Fail Report evidenced).	A reduction the 350 dwellings per annum would be more realistic. See new proposed method of Government. Although we ae challenging Government on this illogical method that does not take account of environmental limits and will accelerate the north and south divide.	See council response to representations regarding the OAHN and housing supply.
0395/P/22/C	CPRE Lancashire	HP1	N	CPRE Lancashire strongly objects to the HP1 Housing Land Supply quantum of development. The additional 8334 dwellings (17.3% increase) and affordable housing figures (394) are improbably high. It is doubtful whether the construction industry would have capacity since between April 2011 and March 2017, only 274 dwellings per annum were completed which may slow further given the global economic situation and Brexit. Thus, we called for an improved housing calculation method based on up to date ONS figures, with policy adjustments to take account of market signals and environmental limits. By reducing the housing requirement, the borough will have a five year supply and there is no need to release Green Belt land for development, or insist Fylde has to accommodate the identified shortfall and in doing so imperilling Fylde's local plan progress.	None	See council response to representations regarding the OAHN and housing supply. All sites identified in the Local Plan have land owner support for allocation and the council has no cogent evidence to suggest that the sites cannot be delivered over the Local Plan period due to lack of market demand. Housing completions since 2011/12 show an upward trend, increasing from 215pa (2011/12) to 455pa (2016/17).
0412/P/01/C	Forton Parish Council	HP1	N	The Parish has very limited infrastructure. The WBLP proposes 18.6% of the new housing allocation in Forton and Hollins Lane, trebling the number of houses (215.5% increase) and destroying its distinctive character. This undermines the sustainability of the WBLP, adding congestion on the A6. DCLG is currently consulting proposing an adjustment in the targets required for local authorities. WBC should review the WBLP to ensure that this new flexibility of circumstances is reflected across its area. The estimate proposed is 313 dwellings per year. We should accept this fundamental reduction. Although it's only out for consultation, it indicates WBC's current OAHN is significantly too high. The plan does not meet the four tests of soundness. It's not 'positively prepared' as there are some more appropriate to develop areas, closer to Garstang which have been inappropriately sieved out, i.e. Cabus. Regarding 'soundness', other parts of the Borough seem at least as appropriate for development, if not more so. The WPLP is not effective in that it cannot deliver the 479 OAN per year. It can deliver 86% and is reflected in the new housing in Forton as only 380 of 468 can be built. Choosing the 479, WBC has failed to take account of the inherent constraints. The highway issues only cap the number of houses and does not address connectivity between Forton and the major employment areas in Wyre on the Peninsula. An increase in employment growth in the Peninsula will not produce housing demand in Forton. The economic evidence for the proposed scale of development is weak and unreliable. Refers to paragraphs 2.5.9, 2.4.4, 2.9.4 and 3.2.2. The WBLP accepts development is unsustainable without appropriate infrastructure and requires a masterplan. This needs to be a watertight commitment. Therefore not consistent with national policy.	Reduce housing allocations.	Firstly , Forton as the main settlement in the Parish is not without local services and facilities including a primary school and good recreation provision. However is accepted that the allocation is significant and as such additional services and facilities are required to ensure that the development is sustainable. This is not inconsistent with government policy. Hence, the local Plan allocation for Forton (SA3/4) includes a requirement for enhanced primary education provision, a neighbourhood centre, new community hall and health facility (if required), as well as 1 hectare of employment land. Further, both Forton and Hollins Lane sit on the A6 with very good bus access to Garstang and Lancaster. The requirement for a masterplan is set by the Policy SA3/4 for Forton. Secondly , although the scale of development is significant, the Local Plan has to be evidence based and in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. There is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. Thirdly , the government's "Planning for the right homes in the right places" is a consultation document on identifying local housing need. The methodology and the actual figure may change before the document is finalised and published. The transitional arrangements within the document itself advise that Local Plans submitted before 31 March 2018 should continue on the basis of the current figures. As such the Council is unable to give any weight to the draft document as a basis for the Local Plan. Fourthly , in line with government advice, the identification of the Objectively Assessed Housing Need is carried out before constraints are taken into account - it is constraints such as that imposed by the highway network that are then considered in setting the local plan housing requirement. The fact that it may be that not all housing can be delivered in Forton/Hollins Lane within the Plan period reflects assumptions of lead-in times and build rates. This is a normal part of identifying a so called "housing trajectory". Finally , there is a range of employment opportunities along the A6 and outside of the borough. The allocation includes 1 hectare of employment land.
0510/P/16/GC	Save Our Scorton Residents' Association	HP1	n/a	As previously stated, the council should reconsider the housing requirement in the light of the proposed government's methodology.	Revisit the housing supply using the proposed methodology.	At present the consultation referred to relates to a draft methodology. A such it is inappropriate at this time to revise the current approach.

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0794a/P/01/C	Wainhomes (North West) Ltd	HP1	N	Despite OAHN of 9,580 dwellings over the plan and very clear requirement in NPPF policy to deliver full OAHN (NPPF 14, 17 and 47), policy HP1 identifies the housing requirement as 8,224 dwellings (86% of the OAHN). Neighbouring local authorities have not offered the Council assistance to meet unmet need. Local Plan para 4.1.21 is misleading to imply that an agreement will be reached with adjoining authorities, whereby they will help deliver some of Wyre's housing requirement. The para also suggests that that it would be preferable to have an adopted local plan rather than deliver the full OAHN, which is unsound. Refers to para 7, 21, 47 and 49 of the NPPF. The Plan suggests that the full OAHN cannot be met in Wyre due to constraints relating to flood risk, Green Belt and highway capacity. Wainhomes are promoting an additional allocation at Stalmine on land which is not in the Green Belt and not affected by flood risk or any of the restrictive policies identified in NPPF para 14, footnote 9. Furthermore, the highway evidence submitted (see attachment) demonstrates that there would be no significant residual cumulative transport impact on the local and wider highway network as a result of the additional allocation. Policy HP1 states that any shortfall in the delivery of housing against the annual requirement will be met over the remainder of the plan period ('Liverpool' approach) and not within five years ('Sedgefield' approach). No robust justification for going against NPPF and NPPG clear steer to deliver undersupply in the first five years of the plan period. The Inspector considering one of the appeals (ref. 3133536) responded to the Council's prescribed method of making up the shortfall, which was to deliver it within the five year period ala Sedgefield approach as being 'in the spirit of the Framework to significantly boost housing supply'. This confirms that the Council themselves have been accepting Sedgefield as an appropriate means of dealing with the shortfall. Applying the Liverpool approach to the reduced requirement of 411 dpa results in an annual housing requirement of 470 dpa, which does not even meet the identified OAHN, never mind addressing the critical housing shortfall that has amassed since 2011. Moreover, it is also only 15 dwellings more than the net completions in 2016/17. This does not pass the test of being 'aspirational', as referred to in para 7.22 of the Council's Housing Topic Paper (HTP). The Council appear to be suggesting that past delivery rates indicate a low market demand for housing. However, para 7.5 of the HTP confirms that the Council introduced a restrictive policy approach in 2004 which remained until 2012.	Firstly, the housing requirement in policy HP1 should be increased to at least reflect the Council's identified OAHN of 9,580 dwellings over the plan period (479dpa). Secondly the reference in the policy to meeting the shortfall in delivery over the remainder of the plan period should be deleted.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. Para. 4.1.21 doesn't state that an agreement will be reached on addressing the shortfall in the OAHN and is not misleading in its language.
0794b/P/05/C	Wainhomes (North West) Ltd	HP1	N	Our objection to SP1 applies equally to HP1 and therefore a figure of 8,224 should be considered a minimum and would increase should the LCC highways evidence demonstrate that there is greater capacity within the highway network. HP1 states that any shortfall would be met over the remainder of the plan period. We object to this being included in the policy as this is referred to as the Liverpool approach to addressing housing shortfall. Our position is that the council should be applying the Sedgefield approach as that is what is sought at the national level. The Framework introduced a requirement to "boost significantly" the supply of housing (para 47). Addressing the backlog sooner would be consistent with the requirement set out in the PPG (Reference ID: 3-035-20140306), which is clear that Local Planning Authorities should aim to deal with the backlog within 5 years. Under the 'Duty to Co-operate', the adjacent authorities of Blackpool, Fylde or Preston have not sought to assist in meeting Wyre's housing needs. The Duty to Co-operate Statement provides no indication as to where the unmet housing needs in Wyre will be delivered, and therefore this is a significant outstanding point that must be addressed. Until there is any progress, if any, the assumption should be that the full OAHN should be met in Wyre. The LPA states that a 5% buffer should apply. The Council has under delivered in 5 of the last 6 years since the base date for the OAHN of 2011 with a total shortfall of 820 dwellings. This equates to a 33% shortfall in the first 6 years of the plan period. On this simple statistic, then a 20% buffer should be applied in order to address that shortfall as soon as possible to provide a realistic prospect of achieving the planned supply.	See summary.	See council response to representations regarding the OAHN and housing supply.
0808/P/18/C	Story Homes	HP1	N	HP1 which outlines that the Council will apply the Liverpool methodology for any shortfall in housing land supply. The approach is contrary to the guidance in PPG, and does not reflect the language of the NPPF. Not convinced that the highways constraints of the Borough are of such a level to justify this approach. The Sedgefield Methodology should be applied. The Council need to adopt a monitoring policy in relation to housing supply and delivery. If monitoring should indicate a shortfall in housing provision, sites on the edge of settlements in sustainable locations (identified broadly through the Local Plan) should be released where promoted through a planning application subject to material planning issues. This will boost the responsiveness of the Local Plan in addressing unforeseen issues which may occur during the Plan Period. The Council should also include their commitment to implement Housing the Housing Delivery Test as soon to be implemented by the Government through changes to the NPPF.	See summary.	For matters relating to the OAHN and housing shortfall see the council's response to representations regarding the OAHN and housing supply. If there is a shortfall in supply during the Plan period planning applications will be determined against the policies of the Local Plan and any other material considerations, including national planning policy. However it is not necessary to identify broad locations - which will introduce a significant element of uncertainty into the planning process, especially for local communities, for release in such as situation.
0929/P/04/C	Daniel Fowler	HP1	N	The Development Strategy is not sound and the plan is not justified, positively prepared or consistent with national policy because the Plan does not provide for the full objectively assessed need for housing.	Meet the full Objectively Assessed Need.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0930/P/04/C	Redrow Homes Ltd	HP1	N	Housing land supply should be aligned with the OAHN for housing in order to meet the tests of being positively prepared, justified and consistent with national policy.	In brief, the Development Strategy is not sound and the plan is not justified, positively prepared or consistent with national policy because the Plan does not provide for the full objectively assessed need for housing.	See council response to the OAHN and housing supply.
0941/P/10/C	Gladman Development	HP1	N	Gladman do not agree with the approach taken to ensuring any potential shortfall in the delivery of housing should be met over the remainder of the plan period. This approach does not appear to be consistent with the requirements of national policy and practice guidance. Whilst neither the Liverpool nor Sedgefield methodology is mentioned in national policy, it is clear that the emphasis on meeting the housing need in full on an annual basis and as a minimum. Policy HP1 appears to be at odds with that approach to spread past housing delivery over a longer period into the future when it should already have been delivered. It must be borne in mind that any further delay to meeting unmet housing needs is failing those households who need both market and affordable homes since the start of the plan period. Further, when assessing the Council's latest Housing Land Supply Assessment it appears that the Council has applied a 5% buffer. Given that the Council has persistently under delivered against its OAHN figure we submit that a 20% buffer is warranted.	See summary.	See council response to representations regarding the OAHN and housing supply.
0944/P/08/C	Applethwaite Ltd	HP1	N	In accordance with the Framework, the Council should make every effort to meet the OAHN in full. Disagrees with para 7.2.1 of the Local Plan. In connection with SA1/8, there is significant scope to increase the numbers of dwellings. Fully supports the decision not to propose a restrictive phasing policy to delay the release of any allocated housing site, in order to enable and boost early delivery.	The Council must revisit the inability to meet the OAHN in full. SA1/8 has capacity to accommodate a significantly higher number of dwellings than 154 proposed.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. As stated in para. 7.2.1 the council has maximised the opportunities for residential development within the constraints identified, including highway capacity in the location of SA1/8 - South of Blackpool Road, Poulton-le-Fylde.

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0948/P/01/C	Rob Parkinson	HP1	N	The Council should make every effort to meet the OAN in full. Disagrees with para 7.2.1 of the Local Plan. In connection with SA1/17, there is scope to increase the numbers of dwellings to round of the settlement in this location.	The Council must revisit the inability to meet the OAN in full. SA1/17 has capacity to accommodate a higher number of dwellings than 53 proposed.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. As stated in para. 7.2.1 of the Plan the council has maximised the opportunities for residential development within the constraints identified, including highway capacity in the location of SA1/17 - Land South of Prospect Farm, Garstang,
0950/P/04/C	Persimmon Homes	HP1	N	Not in support of Policy HP1 Housing Land Supply. We would like to see the Sedgefield method applied to your local plan as this would ensure housing delivery within the next 5 years in Wyre. According to the Housing Background Paper (2017) between 2011 and 2017 there have been 1,646 dwellings completed, which equals an undersupply of 820 dwellings. Clarity must be made if these 820 dwellings have been accounted for in the new local plan, or if they are contributing to unmet need.	Clarity must be made if these 820 dwellings have been accounted for in the new local plan, or if they are contributing to unmet need.	See council's response to the Objectively Assessed Housing Need and housing supply.
0953/P/10/C	Telereal Trillium	HP1	N	Telereal Trillium cannot support a capped OAN figure where only 86% will be met. Disagrees with para 7.2.1 and considers the Local Plan does not maximise the opportunity for housing and SA1/11 should be enlarged by correcting the Green Belt anomaly. Fully supports the decision not to propose a restrictive phasing policy to delay the release of any allocated housing site, in order to enable and boost early delivery.	The Council must revisit the inability to meet the OAN in full and increase the strategic land supply.	See council response to representations regarding the OAHN and housing supply. The Green Belt has been reviewed as part of the Local Plan evidence base. The review considers the land referred to as a functional part of the Green Belt preventing neighbouring towns (Cleveys and Thornton) from merging together.
0956/P/03/C	J Townley Ltd	HP1	N	The figures are not sound and require updated highways evidence and cross boundary discussions. The numbers should act as a minimum to development which should be reiterated within the policy to be in compliance with the NPPF. The highway capacity is considered the principal main constraint. However, part of the analysis using software Highways Analyst is now 2-3 years old and could be considered out of date. Secondly, GRAHAM toolkit does not consider the proposed Preston Western Distributor, M55 Junction 2, East West Link road, Cottam link, A585 Windy Harbour Skippool improvements and M55 Junction 1 slip road and circulatory improvements. The evidence concludes that no new development should be consented on the A6 corridor other than the live planning applications. This is an ineffective methodology given that the Council cannot meet their OAN and one of the related applications has already been refused.	It is requested that additional land use allocations, specifically for residential development, are made along with further evidence of cross boundary discussions provided in order to demonstrate the Council has met the duty to cooperate. Finally further clarification over the transport evidence use should be provided given the matters identified above.	Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Matters relating to the highway evidence are addressed in the Lancashire County Council response to highway matters.
0960/P/02/C	Beecham Developments	HP1	N	We do not accept that the plan "maximises the opportunities for new land releases for housing within identified and physical constraints". Rather, at least in the case of site SA3/2 at Joe Lane, Catterall, a conscious choice has been made to identify land which would be suitable for housing as employment. We object to Policy HP1 on the basis: • that the intended number is not set out as a minimum (in accordance with our response to SP1) • that the shortfall should be met within 5 years (Sedgefield method) and not over the plan period as a whole (Liverpool method) The 'Sedgefield' method is clearly more in tune with the imperative behind NPPF to boost significantly the supply of housing, whilst the Council's case for preferring the Liverpool method could be adopted in similar terms by most authorities which have failed to deliver housing at the rate required. An exception entertained by Planning Practice Guidance (ID: 3-035-20140306) is where local planning authorities work with neighbouring authorities under the duty to co-operate, yet these neighbouring authorities are unable to assist in the case of Wyre. The 'adopted target' column of Table 8 of the Housing Background Paper uses a figure of 206 which is inappropriate since the previous plan period expired in 2006. The failure of the Council to progress the Local Plan cannot be used as a basis to justify a 5% buffer. More weight should be given to the fact that the Council has persistently failed to meet the appropriate OAN now accepted by the Council since 2011/12 and so a 20% buffer is more appropriate. With reference to Table 10 of the Background Paper, It is highly unlikely that there would be 60 dwellings completed from a standing start. The Council seems to accept this line of argument in paragraph 8.26 and we therefore request clarification of its position.	See summary.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply. As stated in para. 7.2.1 of the Plan the council has maximised the opportunities for residential development within the constraints identified, including highway capacity in the location of SA3/2, Joe Lane, Catterall. It is also noted that a "minimum" requirement is not appropriate in a position where a highway cap on development is in place. With regard to Table 10 of the Housing Background Paper, as explained in the table, the 60 dwelling figure assumes a lead-in time of one year from the approval of full/reserved matters on sites of 251+ dwellings. The standard assumptions on build rates and lead-in times have been informed by discussions with developers (see page 36 of the background paper). The housing trajectory (Appendix 2 of the paper) sets out the detailed build-out assumptions for each allocated site (residential and mixed use). Para. 8.26 explains the build-out rate/lead-in time assumptions used to derive the trajectory. These are different from the "standard" assumptions set out in table 10. The 206 figure is the last approved housing requirement (North West Regional Spatial Strategy) for the borough and as such it is entirely appropriate that this is used as the basis for calculating the shortfall in provision since 2011.
0962/P/03/C	Metacre Ltd	HP1	N	HP1(1) is unsound as it is not: Positively prepared - not based on a strategy which seeks to meet the full objectively assessed housing need (OAHN) and as a result is also not aspirational, as required by NPPF paragraph 154; Consistent with the national policy - as set out in NPPF 151 Local Plans must be prepared with the objective of contributing to the achievement of sustainable development and the presumption in favour of sustainable development, which includes meeting the full OAHN; Justified - the Council have not robustly demonstrated why the benefits of delivering the OAHN in full are significantly and demonstrably outweighed by adverse impacts and thus why their strategy of under delivery is more appropriate than the reasonable alternative of delivering the OAHN. HP1(2) is unsound as it is not: Positively prepared - specifying that housing under delivery is to be spread out over the plan period (Liverpool Method) is not a strategy which positively seeks to quickly address the current critical housing shortfall and as such is not consistent with achieving sustainable development; Consistent with the national policy. This strategy is contrary to the clear steer in NPPF and NPPG to address the undersupply within five years and to deliver the OAHN in line with requirements ("Sedgefield Method"); Justified - the Council has not robustly demonstrated why Liverpool should be applied despite the clear preference in NPPF and NPPG for Sedgefield, nor why it should be enshrined in policy so that it applies for the entire plan period.	Firstly, the housing requirement in policy HP1 should be increased to at least reflect the Council's identified OAHN of 9,580 dwellings over the plan period (479dpa). Secondly the reference in the policy to meeting the shortfall in delivery over the remainder of the plan period should be deleted.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0964/P/03/C	J and M Stuart and Son	HP1	N	Despite having identified the OAHN as 9,580 dwellings over the plan (479 dwelling per annum) and despite the very clear requirement in NPPF policy (refers to para 14, 17 and 47) to deliver the OAHN in full, policy HP1 identifies the housing requirement as 8,224 dwellings. This is 1,356 dwellings below the identified need and is equivalent to only 86% of the OAHN. Furthermore, policy HP1 states that any shortfall in the delivery of housing against the annual requirement will be met over the remainder of the plan period ('Liverpool' approach). This is rather than delivering the shortfall within five years ('Sedgefield' approach). It is clear the NPPF and NPPG preferred method is the Sedgefield method and that local plans should aim to deliver undersupply within the first 5 years.	Firstly, the housing requirement in policy HP1 should be increased to at least reflect the Council's identified OAHN of 9,580 dwellings over the plan period (479dpa). Secondly the reference in the policy to meeting the shortfall in delivery over the remainder of the plan period should be deleted.	See the council's response to representations regarding the Objectively Assessed Housing Need and Housing Supply.
0968/P/10/C	Cabus Consortium	HP1	N	Object to Policy HP1 which outlines that the Council will apply the 'Liverpool' methodology for any shortfall in housing land supply. This is contrary to the guidance in the NPPF, and does not reflect the views of the Government on the application of the NPPF as set out in National Planning Policy Guidance (PPG). The 'Sedgefield' methodology should be applied. The council should provide a housing trajectory for all major allocations and permitted sites.	See summary.	For matters relating to the "Sedgefield method"/housing shortfall see the council's response to representations regarding the OAHN and housing supply. The council has provided an appropriate housing trajectory in the Housing Background Paper.

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0995/P/14/C	Inskip Residents' Action Group	HP1	N	Governments September 2017 housing requirement is 313pa and not 411pa set out in Local Plan – this over estimates the requirement. Not positively prepared – over estimates the requirement. Not justified – overall strategy clearly not soundly based. Not consistent with national policy – housing figures not based on national guidance. Local Plan based on superseded OAN figures.	Withdraw all housing evidence and update to reflect Governments revised figures. All site allocations revised in line with lower requirement.	See council response to representations regarding the OAHN and housing supply, and SA1/13 Inskip Extension.
1015/P/03/C	Philip James	HP1	N	The allocation of housing in rural areas is totally unjustified as the (OAHN) significantly exceeds the emerging Wyre housing requirement detailed in "Planning for the right homes in the right places: consultation proposals." Highways constraints on the Coastal Peninsula are not insurmountable and could be overcome to allow much needed development instead of places like Inskip where demand for housing is low and employment opportunities lacking.	None stated.	See council response to representations regarding SA1/13 Inskip Extension
0297/P/05/C	Home Builders Federation (HBF)	HP2	N	The SHMA will only identifies current deficits and reflects a snap-shot in time. The HBF would like to ensure greater flexibility to acknowledge that the mix will vary geographically and to reflect market demand and aspirations, not just housing need over the plan period. It is not clear from the wording of Policy HP2 whether the proposal for sites (20 dwellings and above) to incorporate appropriate provision of accommodation types for older persons and those with restricted mobility refers to C2 or C3 provision. Further clarity on this policy is required. The requirement for at least 20% of dwellings for sites of 20 or more dwellings to be of a design suitable or adaptable for older people and people with restricted mobility should include a viability clause to ensure that development can be delivered. In line with paragraph 173 of the NPPF which established the importance of viability testing to ensure that the sites and scale of development identified in the Plan should not be subject to such scale of obligations and policy burden that their ability to be developed might be threatened.	<ul style="list-style-type: none"> The HBF would like to ensure that flexibility in relation to the mix of housing is provided within paragraphs 1 and 2. The HBF requests that further clarity is added to paragraph 3 of this policy in relation to the types of dwellings to be provided. The HBF recommends that a viability clause is included within paragraph 3 to ensure that development remains viable and deliverable. 	<p>The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. The specific requirement for housing suitable to address the needs of an ageing population and those with restricted mobility is entirely consistent with the national objective of delivering a wide choice of homes that create sustainable, inclusive and mixed communities (NPPF, para. 50). The council would like to clarify that the 20% figure mentioned in the policy is not in addition to the 30% requirement for affordable housing established by policy HP3. The council will introduce a minor modification to clarify this point. Policy HP2 in its reference to housing for older people is concerned with use class C3. This can be clarified in the policy preamble.</p> <p>Minor Modification: Amend para. 7.3.2 to make it clear that housing for older people and those with restricted mobility within the terms of the policy refers to that falling within use class C3 not C2.</p> <p>Minor Modification: Amend para. 7.3.2 to clarify that the requirement for housing for older people and those with restricted mobility applies across market and affordable housing.</p>
0299/P/30/C	Associated British Ports	HP2	N	Bullet 2 and 3 are too specific in requiring sites to meet housing needs in terms of size, type and tenure. Some sites may not be able to offer housing mix which completely matches the need. Flexibility needed.	Wording updated to 'where appropriate'	It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account.
0363/P/13/C	Taylor Wimpey UK	HP2	N	TW broadly supports the provisions of Policy HP2 which accords with the Framework. Whilst the need to provide housing for all sectors of the population is recognised, TW objects to Policy HP2(3) as this requirement will impose unnecessary restrictions upon sites where the inclusion of such units may not be viable or deliverable (i.e. in areas where there is little demand for property from elderly residents). TW notes that the Council has included a degree of flexibility in Policy HP3(3&5) also that matters of viability and need can be considered at the time a planning application is submitted. These same flexibilities should be included within Policy HP2(2). TW suggests that more information is provided regarding what constitutes as a "design suitable or adaptable for older people and people with restricted mobility". At present the wording of the policy is ambiguous and conflicts with the Framework. In this regard, the Local Plan and Site Allocations Viability Report should factor in these additional costs to ensure that any such development requirements are justified and costed and would not impact on the viability of development proposals. The requirement to deliver dwellings which are flexible and capable of supporting older people or people with restricted mobility is not compliant with building requirements or national policy.	<p>TW requests that:</p> <ol style="list-style-type: none"> The Council amend Policy HP2 to remove the requirement for 20% of dwellings to be adaptable for elderly persons, as there is insufficient evidence to justify this requirement. As an alternative, the Council should incorporate the same flexibilities in Policy HP2 that are set out within Policy HP3. 	<p>The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The specific requirement for housing suitable to address the needs of an ageing population and those with restricted mobility is entirely consistent with the national objective of delivering a wide choice of homes that create sustainable, inclusive and mixed communities (NPPF, para. 50). The requirement for housing that meets the needs of an ageing population and those with restricted mobility has been subject to viability testing through the Local Plan and Site Allocations Viability Study - which considered 42 housing scheme typologies from 5 to 250 dwellings at different densities across greenfield and brownfield sites and found to be sound. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings.</p>
0412/P/12/C	Forton Parish Council	HP2	N	Forton PC supports HP2 point 3 but there is no figure for low cost starter homes, a high priority for Forton PC.	Add a figure for low cost starter homes.	Low cost starter homes are currently outside the definition of "affordable" and fall within the general term "market housing". The Plan aims to ensure that there is sufficient flexibility to ensure that housing mix is appropriate to the circumstances, however para. 7.3.1 makes it clear that the provision of smaller properties is important.
0794a/P/03/C	Wainhomes (North West) Ltd	HP2	N	Policy HP2 requires developments of 20 dwellings or more to make provision for at least 20% of developments to be designed to meet the needs of older people or people with restricted mobility. It is considered that such a requirement is overly prescriptive and doesn't provide the necessary flexibility to be applicable throughout the duration of the Plan period. Neither can the requirement reasonably be considered to apply to every development site over 20 dwellings, across the entire borough and over the lifetime of the entire Plan. The 20 dwelling threshold is considered to be particularly low, and Wainhomes seek justification from the Council as to how this threshold has arisen, i.e. has the viability of such provision been tested for a 20 dwellings scheme alongside all other necessary policy obligations. Criterion 2 of Policy HP2 requires proposed development to provide an appropriate mix in terms of size, type and tenure of housing, to meet identified housing need and local demand in accordance with the most up to date SHMA. It is considered that this criterion already has the ability to require a level of elderly persons housing in accordance with the requirements of the latest SHMA which is available at the relevant time, without prescribing a specific target for such a housing type.	Criterion 3 of Policy HP2 is deleted, with the dwelling mix to be considered on a site by site basis in line with criterion 2 of the Policy.	<p>The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The specific requirement for housing suitable to address the needs of an ageing population and those with restricted mobility is entirely consistent with the national objective of delivering a wide choice of homes that create sustainable, inclusive and mixed communities (NPPF, para. 50). The requirement for housing that meets the needs of an ageing population and those with restricted mobility has been subject to viability testing through the Local Plan and Site Allocations Viability Study - which considered 42 housing scheme typologies from 5 to 250 dwellings at different densities across greenfield and brownfield sites and found to be sound. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings.</p>
0794b/P/06/C	Wainhomes (North West) Ltd	HP2	N	Part 2 of the policy refers to the appropriate mix in terms of size type and tenure that accords with the most undated SHMA. However the SHMA does not break down the mix of housing to any significant detail and therefore there is no clarity in the mix that is sought by the SHMA and then Policy HP2. If such a policy is to be applied then there needs to be clear evidence of the housing mix needed not just in Wyre but at a settlement level. The market will seek to deliver the need in an area and greater recognition should be given to local market need that exists at a point in time when an application is being considered as well as the characteristics of a local area.	See summary.	<p>The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The requirement for housing that meets the needs of an ageing population and those with restricted mobility is a proportionate response to these needs. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings.</p>

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0808/P/19/GC	Story Homes	HP2	N	1) The housing mix requirements of Policy HP2 should be flexible with applications considered on a case by case basis in accordance with evidence of need and recent supply. The policy should allow schemes entirely consisting of 1 or 2 bedroom dwellings to come forward where this is responsive to specific site characteristics, needs, development type, or development model. The Council should also enable other developments to provide a higher proportion of larger properties where they are most suitable, and where the local housing stock already consists of sufficient smaller dwellings. 2) Regarding the requirement that 20% of new dwellings on sites of more than 20 dwellings should be adaptable to elderly/disabled people, it is unclear what proportion of the current/future elderly/disabled population will need additional accommodation which is not already built.	See summary.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The requirement for housing that meets the needs of an ageing population and those with restricted mobility is a proportionate response to these needs. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings.	
0944/P/06/C	Applthwaite Ltd	HP2	Y	Fully supports the objective. Wording should be added to the policy however to allow the proposed requirement to make at least 20% of qualifying new dwellings suitable or adaptable for older people and people with restricted mobility, to be offset where mixed residential development includes the provision of, or is solely for, purpose-built older peoples' housing and specialist accommodation such as bungalows, retirement living, assisted living, sheltered housing and extra care, etc.	See summary.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account.	
0950/P/02/C	Persimmon Homes	HP2	N	Clarity needs to be made surrounding affordable / elderly provision within housing developments. Policy HP3 Affordable Housing suggests a 30% affordable housing contribution should be made to both Greenfield and brown field sites in the borough. Policy HP2 Housing Mix suggests a 20% provision for the ageing population and people with restricted mobility. 50% provisions (for affordable and elderly / less mobile housing) would make housing development unviable, which would affect the councils housing delivery therefore making the plan unsound.	Persimmon Homes require that the 20% for the elderly and people with restricted mobility can be included within the 30% affordable contribution, as 50% provisions (for affordable and elderly / less mobile housing) would make housing development unviable, which would affect the councils housing delivery therefore making the plan unsound.	The 20% provision figure within the policy is not in addition to the 30% requirement for affordable housing. The council will make a minor amendment to clarify the relationship between policy HP2 and HP3. Minor Modification: Amend para. 7.3.2 to clarify that the requirement for housing for older people and those with restricted mobility applies across market and affordable housing.	
0953/P/04/C	Telereal Trillium	HP2	Y	Telereal Trillium supports the objective of providing choice in the housing market to meet the needs and aspirations of all households including older people. A recommended mix based on SHMA evidence should only be used indicatively and with discretion however and the proposed wording 'accords with' in Criteria 2 of the policy should be replaced with less rigid wording. A need for smaller households should not limit choice and aspiration. The SHMA should therefore be applied flexibly, on a site-by-site basis, and qualified by individual considerations, including development viability.	Wording should also be added to the policy to allow the proposed requirement to make at least 20% of qualifying new dwellings suitable or adaptable for older people and people with restricted mobility, to be offset where mixed residential development includes the provision of purpose-built older peoples' housing and specialist accommodation such as Category II apartments, retirement living, assisted living, sheltered housing and extra care, etc.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account.	
0962/P/08/C	Metacre Ltd	HP2	N	Too prescriptive, inflexible and unnecessary. Cannot reasonably be considered to apply to every development site over 20 dwellings, across the entire borough and over the lifetime of the entire Plan. The policy does not take into account geography and/or market demand and assumes that such provision would be appropriate and deliverable in any settlement across the borough. The policy fails to take into account circumstances in which elderly provision may not be necessary due to existing supply or over-supply. The 20% requirement for accommodation for older people/those with mobility impairment would evidently be required on the large majority of major development sites, alongside on-site affordable housing provision and prescribed levels of public open space, together with necessary land take for SUDs features etc. - has the potential to make development sites less attractive to developers and hinder the delivery of sites. In any case, part (2) of the policy allows an appropriate mix to be developed - a separate part (3) requiring the 20% provision is unnecessary.	Criterion 3 of Policy HP2 is deleted, with the dwelling mix to be considered on a site by site basis in line with criterion 2 of the Policy.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The specific requirement for housing suitable to address the needs of an ageing population and those with restricted mobility is entirely consistent with the national objective of delivering a wide choice of homes that create sustainable, inclusive and mixed communities (NPPF, para. 50). The requirement for housing that meets the needs of an ageing population and those with restricted mobility has been subject to viability testing through the Local Plan and Site Allocations Viability Study - which considered 42 housing scheme typologies from 5 to 250 dwellings at different densities across greenfield and brownfield sites and found to be sound. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings. Minor Modification: Amend para. 7.3.2 to clarify that the need for housing suitable for older people and those with a mobility impairment applies to both affordable and market housing.	
0963/P/06/C	The Strategic Land Group (SLG)	HP2	N	SLG supports the need to deliver a range and mix of housing to meet local needs but would urge that flexibility is built into the policy to reflect market demand and aspirations. The requirement of for at least 20% of dwellings for sites over 20 or more dwellings to be of a design suitable or adaptable for older people with restricted mobility should include a viability assessment to ensure that development can be delivered in a viable manner.	See summary.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account.	
0968/P/11/C	Cabus Consortium	HP2	N	There is insufficient detail within the supporting evidence base to justify the requirement of Policy HP2 which sets out the need for 20% of new dwellings on sites of more than 20 dwellings to be adaptable to elderly/disabled people. It is unclear what proportion of the current/future elderly/disabled population will need additional accommodation which is not already built. It is also unclear what impact this requirement will have on viability.	The Council should review its evidence on elderly and disabled needs to ensure that the percentage requirements reflect the future needs of these groups of people.	The council believe that policy HP2 taken together with SP6 - Viability and SP7 Infrastructure Provision and Developer Contributions provides sufficient room for an appropriate mix of housing to be developed throughout the Plan period whilst maintaining development viability. It is considered that the requirement that the mix is "appropriate" (HP2(2)) provides sufficient flexibility for specific circumstances to be taken into account. The Local Plan Spatial Portrait and Authorities Annual Monitoring Report highlight the fact of an ageing population in Wyre. The specific requirement for housing suitable to address the needs of an ageing population and those with restricted mobility is entirely consistent with the national objective of delivering a wide choice of homes that create sustainable, inclusive and mixed communities (NPPF, para. 50). The requirement for housing that meets the needs of an ageing population and those with restricted mobility has been subject to viability testing through the Local Plan and Site Allocations Viability Study - which considered 42 housing scheme typologies from 5 to 250 dwellings at different densities across greenfield and brownfield sites and found to be sound. The council will produce an Supplementary Planning Document on housing mix to inform the implementation of the policy. It is noted that the viability study referred to above based its assumptions on Building Regulations Optional Technical Standards M4(2) Accessible and Adaptable Dwellings and M4(3A) Wheelchair-accessible Dwellings.	
0072/P/04/C	Thornton Action Group (TAG)	Housing 7.4 - Affordable Housing	N	Affordable housing - The LP stresses needs for affordable housing and smaller homes for both young and old. Without taking into account any shortfall, 33% of all new housing needs to be affordable 2017-2022 and 46% over the rest of the plan period. Given that only 30% of new housing developments (>10) need to be affordable, these targets are unrealistic.	The percentage of affordable housing must be increased to meet the needs identified.	The Plan does not seek to meet affordable housing needs in full as this is impractical but seeks to maximise affordable housing delivery subject to viability and any other material considerations.	

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0064/P/03/C	Peter Tarrant	HP3	N	Refers to paragraphs 2.4.4, 2.9.8, HP1 (1), HP2 (3) and HP3 (1, 2 and 3). A key source of evidence for housing is the SMHA which identifies the need for more than 5,000 affordable housing units over the remaining Plan period. This number is far in excess of the 30% maximum target in HP3. A recent example of actual implementation of Policy by Wyre Council PAN 14/00131/LMA, which required just 10% affordable housing units. If 30% could not be achieved there, then that target will not be achieved anywhere. The NPPF is clear in Sections 17, 47, 159 and 177 that the Plan should meet the needs of the community. HP2 states 20% will be required to be of a design suitable or adaptable for older people and people with restricted mobility. Planning on the basis of persuading developers to include 50% of their development as "non-preferred" housing types instead of market housing is not a sustainable way to proceed.	The whole approach to housing policy in the Plan is fundamentally flawed and needs to be totally and thoroughly rethought and rewritten.	The Plan does not seek to meet affordable housing needs in full as this is impractical but seeks to maximise affordable housing delivery subject to viability and any other material considerations. The 30% figure is not in addition to the 20% quoted in policy HP2. The council propose a minor amendment to make this clearer. Minor Modification: Amend para. 7.3.2 to clarify that the need for housing suitable for older people and those with a mobility impairment applies to both affordable and market housing.
0297/P/06/C	Home Builders Federation (HBF)	HP3	N	It is noted that the SHMA Addendum shows an annual need of 134 units in the first five years, up to 2022, rising to 189 thereafter. The NPPF is, however, clear that the derivation of affordable housing policies must not only take account of need but also viability. Refers to paragraph 173 of the NPPF. The Local Plan and Site Allocations Viability Study (October 2017) highlights the marginality of sites once policy requirements are taken into consideration. Although the document suggests for example that affordable housing is potentially viable on medium value greenfield sites at 30% once other policy requirements (e.g. Policy HP2 identified above) are taken into consideration this viability is then very questionable. The Council should be mindful that it is unrealistic to negotiate every site on a one by one basis because the base-line aspiration of a policy or combination of policies is set too high as this will jeopardise future housing delivery. Therefore site by site negotiations on these sites should occur occasionally rather than routinely.	Proposed Modifications in relation to Policy HP3 • The HBF recommends that further consideration is given to the viability of development in relation to the requirements of this policy and other policies within the Local Plan.	Policy HP3 is based on a clear understanding of viability. The planning requirements of Individual planning applications will be subject to this policy and Policy SP6 Viability and SP7 Infrastructure Provision and Developer Contributions. The council believes this to be a sound approach.
0299/P/31/C	Associated British Ports	HP3	Y	Support policy - acknowledges there is challenges bringing forward affordable housing in Fleetwood.	None.	Noted
0363/P/14/C	Taylor Wimpey UK	HP3	N	TW broadly supports the degree of flexibility which has been taken in Policy HP3(1). However, similar to the issues raised in Policy SP6; affordable housing requirements included in the Local Plan should be based on robust and clear evidence. TW broadly supports the approach taken in Policy HP3 (3&5). However, TW objects to the requirement for the provision of 30% affordable housing on both brownfield and greenfield sites in Garstang. Allocations Viability Report (October 2017) is neither evidenced nor justified. In this regard, TW is concerned that a blanket figure of 30% affordable housing in certain locations is too high. The imposition of such a high figure, which is considered to be neither evidenced nor justified, could render sites unviable. The SHMA [Addendum 3] indicates that there has been a significant shortfall in the delivery of affordable units over the last 13 years, equating to an annual average of 49 units. It is therefore important that the Council adopts a positive and proactive approach to allocating additional sites in sustainable locations that can come forward in the short term to provide for a mix of market and affordable housing. This is particularly important given that the Council is currently only planning to meet 86% of its OAHN and is therefore not able to fully address the significant need for affordable housing which exists.	It is requested that: 1. The Council revisits the evidence based and reconsiders the assumptions used to inform the viability testing for affordable housing. 2. The Council amends the policy to take account of the Framework32 which makes clear that sites should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. 3. The Council adopts a positive approach to planning for housing needs in Wyre in seeking to significantly boost affordable and market housing delivery by allocating additional sites in sustainable locations.	Policy HP3(3) makes it clear that its provisions are subject to viability considerations through policy SP6 - Viability. The council are of the opinion that the policy is supported by a sound evidence base that demonstrates significant affordable housing need within the borough. Keppie Massie on behalf of the council has produced a response to matters regarding affordable housing and viability. Evidence provided by Lancashire County Council identifies highway capacity as a key constraint such that a cap on allocations exists across the borough.
0395/P/23/C	CPRE Lancashire	HP3	N	Its good affordable housing will be required for developments over ten units, we think a charge for affordable housing provision ought to be applied to all development. We would also encourage some affordable housing for Fleetwood and more affordable housing should be required for greenfield development compared to brownfield. Wyre Borough Council needs to take a tougher stance with strong local plan policy to stop developers going back on promised contributions that form the basis of consents. The SHMA should guide the LP housing mix for different areas accompanied with the right amount of infrastructure.	See summary	PPG sets a minimum threshold for seeking affordable housing provision. Consideration has been given to lowering the threshold as set out in PPG, however this is not considered appropriate in Wyre's circumstances. The Local Plan allocates development up to the highway cap and speculative development beyond the Local Plan allocations is not envisaged. The Local Plan is supported by a Viability Appraisal. Affordable housing requirements set in Policy HP3 is based upon the viability appraisal and the Local Plan allocations would be required to provide affordable housing in accordance with policy HP3. Policy HP2 requires the housing mix to accord with the most up-to-date Strategic Housing Market Assessment. The Infrastructure Delivery Plan supporting the Local Plan sets out the infrastructure required to deliver the level of growth within the Local Plan.
0412/P/13/C	Forton Parish Council	HP3	N	The 30% figure is too high since the projected increase in employment in this area will not support it. The figure should be reduced to 20% for Forton and Hollins Lane.	See summary.	The council's evidence base shows that there is a significant need for affordable housing in the borough. It is therefore necessary to maximise the delivery of affordable housing subject to site viability and any other material considerations. There is no justification for Forton as a location with good public transport access accommodating a lesser proportion of affordable housing than other rural locations. It cannot be assumed that an individual in affordable housing has no access to local employment or is unable to commute to employment.
0645/P/24/GC	Nether Wyresdale Parish Council	HP3	n/a	Policy HP3 is supported. It is assumed that since the potential for development at Scorton and Lower Dolphinholme is severely restricted, then any 'affordable contribution' would be by way of a commuted payment.	None	Noted
0659/P/13/C	Inskip with Sowerby Parish Council	HP3	N	HP3 requires 30% of new development should be affordable homes. In the recent past developers have promised to meet this requirement at Inskip so as to obtain planning consent but have subsequently applied for the condition to be lifted owing to their failure to successfully engage with a social housing service provider. Unsound: The housing policy with regard to Affordable Housing is not effective and needs to be strengthened.	It is recommended that successful engagement with a social housing service provider is included in the Wyre Local Plan as a pre-requisite for planning consent for each housing allocation.	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/17/C	George Diaper	HP3	N	As only Brownfield sites in Green Belt areas are considered in this Draft Plan this table is irrelevant.	None stated.	Noted.
0808/P/20/GC	Story Homes	HP3	n/a	Welcome the scope provided within this policy for negotiation of affordable housing percentage requirements should viability indicate that the percentages defined within the plan are not viable for the submitted scheme. Flexibility within the policy should be expanded to allow for retrospective negotiation post planning permission should economic factors change from the grant of consent to delivery of the development. The percentage requirements are informed by the Local Plan Viability Study, this would suggest that the percentages proposed provide for a viability development taking into account the policy requirements of Policy HP2 in addition. It is however unclear what effect other policies within the Plan would have on viability, especially where site specific conditions may increase cost substantially. The scope for change on a site specific case and during the course of the plan period, therefore underlines the need for flexibility within this policy as set out above.	Additional flexibility to account for changing circumstances.	The council is of the view that the policy as drafted is sufficiently flexible and, indeed, specifically references viability considerations. Keppie Massie on behalf of the council has produced a response to matters regarding affordable housing and viability. The issues of a change in circumstances post planning approval is a matter for development management and discussion with the council. A policy response is unnecessary.
0931/P/10/C	Robert Griffiths	HP3	N	HP3 requires 30% of new development should be affordable homes. In the recent past developers have promised to meet this requirement at Inskip so as to obtain planning consent but have subsequently applied for the condition to be lifted owing to their failure to successfully engage with a social housing service provider. The housing policy with regard to Affordable Housing is not effective and needs to be strengthened.	It is recommended that successful engagement with a social housing service provider is included in the Wyre Local Plan as a pre-requisite for planning consent for each housing allocation.	It is the council's view that Policy HP3 of the Local Plan provides an appropriate basis for addressing the issue of affordability. The council is unable to insist on social rented tenure as the final social housing option as ultimately the delivery of affordable housing - which includes intermediate housing according to the definition in the NPPF - will be related to evidence of need, viability and the views of relevant social housing providers.

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0944/P/07/C	Applethwaite Ltd	HP3	Y	No comments on the proposed wording of the policy, but in order to give encouragement and reassurance to developers, the supporting text should acknowledge that due to the high build cost of bungalows and any abnormal development costs, bungalow developments can seldom deliver affordable housing and/or other planning obligations in full, and sometimes at all.	See summary.	The requirements of the policy should be factored into scheme viability calculations at the outset. The policy allows some flexibility in that a financial contribution is allowable where on-site provision is not appropriate. As set out in HP3(3) the application of the policy is subject to policy SP6 - Viability. There is no justification for singling out a specific house type for special treatment under the terms of the policy.		
0950/P/03/C	Persimmon Homes	HP3	N	Clarity needs to be made surrounding affordable / elderly provision within housing developments. Policy HP3 Affordable Housing suggests a 30% affordable housing contribution should be made to both greenfield and brown field sites in the borough. Policy HP2 Housing Mix suggests a 20% provision for the ageing population and people with restricted mobility. 50% provisions (for affordable and elderly / less mobile housing) would make housing development unviable, which would affect the councils housing delivery therefore making the plan unsound. Persimmon Homes supports the need to address the affordable housing requirements of the borough, yet a 30% contribution to affordable housing on most sites could make developments unviable (refers to para 173 of the NPPF).	Persimmon Homes require that the 20% for the elderly and people with restricted mobility can be included within the 30% affordable contribution, as 50% provisions (for affordable and elderly / less mobile housing) would make housing development unviable, which would affect the councils housing delivery therefore making the plan unsound.	The Plan seeks to maximise affordable housing delivery subject to viability and any other material considerations. Keppie Massie on behalf of the council has produced a response to matters regarding affordable housing and viability. The 30% figure is not in addition to the 20% quoted in policy HP2. The council propose a minor amendment to make this clearer. Minor Modification: Amend para. 7.3.2 to clarify that the need for housing suitable for older people and those with a mobility impairment applies to both affordable and market housing.		
0953/P/05/C	Telereal Trillium	HP3	Y	Telereal Trillium supports the principle that new housing development on previously developed land in Thornton and Cleveleys should not be required to provide more than 10% affordable housing. Planning permission (ref. 13/00200/OULMAJ) for its site at Norcross Lane, Norcross (SA1/11) demonstrated that even 10% was not achievable however, and zero provision was justified and accepted in that instance, albeit for mixed use development.	Policy HP3 or the supporting text, should therefore recognise the possibility that development values may not always produce a sufficient market return to make affordable housing provision viable, depending on the extent of site-specific abnormal costs and associated risks in terms of demolition, ground remediation, service removal and infrastructure requirements etc.	Policy HP(3)(3) allows viability considerations to be taken into account.		
0959/P/10/C	Joanne Griffiths	HP3	N	HP3 requires 30% of new development to consist affordable homes. However, in the past developers that have promised to meet this requirement at Inskip so as to obtain planning consent, and have subsequently applied for the condition to be lifted owing to their failure to successfully engage with social housing service providers.	Successful engagement with social housing service providers should be a pre-requisite for planning consent for housing allocations.	Although the matter raised is understood, the council is unable to "force" an agreement to take place between a developer and social housing provider - this will be a matter for discussion between the parties involved. The definition of "affordable housing" in national planning policy includes "intermediate housing" which may be market housing sold with a set discount. The provision of such housing therefore meets the requirements of the policy although HP3 (5) makes it clear that the precise type and mix of affordable housing will be negotiated on a site by site basis.		
0968/P/12/GC	Cabus Consortium	HP3	n/a	Welcome the scope provided within this policy for negotiation of affordable housing percentage requirements should viability information indicate that the percentages defined within the plan are not viable for the submitted scheme. This flexibility should be expanded to allow for retrospective negotiation post planning permission should economic factors change from the grant of consent to delivery of the development.	Additional flexibility to account for changing circumstances.	The council is of the view that the policy as drafted is sufficiently flexible and, indeed, specifically references viability considerations. The issues of a change in circumstances post planning approval is a matter for development management and discussion with the council. A policy response is unnecessary.		
1023/P/08/GC	Fleetwood Civic Society	HP3	n/a	Social housing should play a greater part in applications to retain 'family' cohesion for poorer and countryside areas to enhance employment prospects.	None.	The definition of "affordable housing" in national planning policy includes "intermediate housing" which may be market housing sold with a set discount. The provision of such housing therefore meets the requirements of the policy although HP3 (5) makes it clear that the precise type and mix of affordable housing will be negotiated on a site by site basis.		
0412/P/14/C	Forton Parish Council	HP4	Y	Support the policies outlined in HP4	None	Noted		
0954/P/06/C	De Pol Associates Ltd	HP4	N	Criterion 2) states that PD rights will be removed in 'appropriate cases'. However, the policy gives no indication of what matters are to be taken into account and as explained below, the removal of PD rights requires exceptional justification. Refers to NPPF para 206 and para 17 of the NPPG. The correct test for use of a condition restricting future development is to demonstrate that genuinely 'exceptional circumstances' exist to justify what is a truly onerous imposition on householders. Applying any lower threshold would result in the condition being unreasonable and unnecessary and therefore in conflict with NPPF para 206. Criterion 3) states that proposals to extend residential curtilages in the greenbelt and AONB "will not be acceptable". Whereas National Policy does allow for certain forms of development in the greenbelt as set out in Paragraphs 89 and 90 of the NPPF. National policy within para 88 clearly makes scope for such developments where "very special circumstances" exist – the policy fails to acknowledge this consideration. With respect to AONBs, para 115 of the NPPF confirms that great weight should be given to conserving the landscape and natural scenic beauty of the area. It is essential to note however that unlike changes of use in the greenbelt and unlike para 116 which confirms that Major developments should be refused, there is no such automatic presumption against extensions of domestic curtilages. Where none or limited adverse impacts would arise, the proportionate extension of curtilages in the AONB, especially within settlements, should be approved where it complies with proposed policy SP5. The case in Anita Coleman v SoS for CLG [2013] EWHC 1138 (admin) confirms that for a policy to be consistent with the NPPF, it must adopt a cost/benefit analysis approach and cannot impose an absolute preclusion of certain forms of development.	The policy, as drafted, is unsound as per paras 151 and 182 of the NPPF and must be amended so that it conforms with the NPPG and para 206 of the NPPF. We consider that the policy, as drafted, is unsound and as per paras 151 and 182 of the NPPF, it must be amended so that it conforms with the NPPF paras 88, 89, 90 and 115. The policy should be amended to overcome the criticisms and confirm that where the proposed development accords with national policy, it shall be approved without delay.	HP4(2) - The policy wording is clear that PD rights will be removed "in appropriate cases". This clearly allows discretion as appropriate taking into account all material considerations. There is no need to repeat national planning guidance. This is not inconsistent with the NPPF. The tests for conditions are a development management matter. In relation to the Green Belt (SP3) and the AONB (SP5), the policy is not inconsistent with the aims of both policies. The plan should be read as a whole and relevant policies - and any other material factors - will be material to the decision making process.		
0395/P/24/C	CPRE Lancashire	HP5	Y	CPRE Lancashire agrees that outside settlement boundaries the replacement of an existing dwelling will be permitted where it does not result in an increase in the scale including massing of the existing building to an extent that would unacceptably impact on the character and openness of the rural area. We have repeatedly highlighted that permitted development rights drive down the purpose of the planning system to maintain minimum standards, and in doing so it harms rural places, so we agree that in appropriate cases permitted development rights should be removed.	None	Noted		
0412/P/15/C	Forton Parish Council	HP5	Y	Support the policies outlined in HP5	None	Noted		
0954/P/07/C	De Pol Associates Ltd	HP5	N	Criterion 2) does not conform with para 206 of the NPPF and the need to demonstrate exceptional circumstances where removal of PD rights is contemplated by the LPA. Moreover, if the Government has not considered it appropriate to curtail or reduce the scope PD rights in the greenbelt (as they have in AONBs), then the Council should not unilaterally take this action themselves. Planning appeal decision ref. APP/A1910/A/08/2083993 (Appendix 1) confirms that removing permitted development rights solely by reference to a local plan policy without any other exceptional justification does not accord with the Secretary of State's approach to giving householders specific freedoms to extend their homes and develop within the curtilage of their properties. Additionally, Planning appeal decision ref. APP/H0928/A/13/2202194 (Appendix 2) including an adverse costs award against the Local Planning Authority, is clear that a class-by-class analysis of the potential impacts of development which could be carried out under the GPDO must be carried out to justify removal of any of the specific freedoms. It would not therefore be suitable to simply remove all PD rights in any case.	We consider that the policy, as drafted, is unsound and as per paras 151 and 182 of the NPPF, it must be amended so that it conforms with the NPPF para 206 on the use of conditions. The proposed policy wording should be amended to ensure that PD rights are only removed in exceptional circumstances and even in such instance, a class-by-class analysis to the removal of PD rights is undertaken and such matters raised, and the imposition of such conditions is agreed in advance with the applicant beforehand.	The policy wording is clear that PD rights will be removed "in appropriate cases". This clearly allows discretion as appropriate taking into account all material considerations. The policy is clearly worded and does not impose a blanket ban on PD rights.		
0395/P/25/C	CPRE Lancashire	HP6	Y	We broadly agree with the approach set out under this policy.	None	Noted		

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0645/P/25/GC	Nether Wyresdale Parish Council	HP6	n/a	Policy supported.	None	Noted
0343/P/10/GC	Highways England	HP7	n/a	To reiterate comments made earlier in this response, Highways England is supportive of housing development being located in appropriate locations where there is good accessibility to various modes of transport, which can help encourage greater uptake of more sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0395/P/26/C	CPRE Lancashire	HP7	Y	We broadly agree with the approach set out under this policy.	None	Noted
0407/P/07/C	Lesley Dodgson	HP7	N	With regard to size of new building/houses in Faulkners Fold, Forton and demolition of a cottage built in the 1700's – these plans show that the new building is larger than the existing footprint! You are affecting the cultural heritage of a village!	None.	This comment appears to relate to an existing scheme and is not a local plan matter.
0412/P/16/C	Forton Parish Council	HP7	N	The 'Rural Exceptions' policy outlined in HP7 should be referenced in SP4 as an exception.	See summary.	Policy HP7 is referenced in policy SP4 at criterion 2e.
0510/P/17/GC	Save Our Scorton Residents' Association	HP7	n/a	The intent of this policy is supported but there is a need to define the terms used with absolute clarity if it is to be effective. This applies particularly to the need for affordable housing in the locality. It is noted that the Rural Affordable Housing Needs Survey 2015-2020 is only disaggregated to Ward, not even Parish level, meaning in the case of Scorton that it covers the whole of Wyresdale Ward taking in an extensive rural area including Forton on the other side of the A6. Housing need should be properly defined and distinguished from preference. In the interests of stringent control of countryside development a strong focus on clearly defined need is required.	Point a) should be replaced by: A local need exists that has been identified and robustly evidenced as a result of a comprehensive needs assessment for the locality. Locality should be clearly defined perhaps as the settlement closest to the application site and its surrounding rural hinterland.	Affordable housing need is separate from preference and is defined by national planning policy. The policy is clear that a need has to be demonstrated in the locality. This need should be identified using available evidence. Ward-level data is considered to be an appropriate source of information on housing need. It is clear from the policy that sites coming forward under this policy should be well related to an existing settlement and that isolated development in the countryside will not be acceptable.
0645/P/26/GC	Nether Wyresdale Parish Council	HP7	n/a	Rural needs provision should be directly related to the particular settlement and its immediate environs and this should be tightly defined. This should not extend beyond the Parish. Any sites should be proven to relate directly to supporting a defined need and in consideration of a particular site should not prejudice the objectives of any other policies contained within the Local Plan.	Clarify policy intent.	Affordable housing need is separate from preference and is defined by national planning policy. The policy is clear that a need has to be demonstrated in the locality. This need should be identified using available evidence. Ward-level data is considered to be an appropriate source of information on housing need. It is clear from the policy that sites coming forward under this policy should be well related to an existing settlement and that isolated development in the countryside will not be acceptable.
0794b/P/07/C	Wainhomes (North West) Ltd	HP7	N	Part 1C of the policy states that 100% of units on the development will be affordable housing and would be made to those in need of affordable housing in the locality. We consider that it is not in accordance with the Glossary in the Framework which enables an element of open market housing to be provided as part of a rural exception scheme to recognise viability.	See summary.	The appropriateness of market housing as part of rural exception affordable housing schemes is at the discretion of the local authority. The Local Plan seeks to protect the open and rural character of the countryside. It is the view of the council that policy HP7 is consistent with this policy approach and national planning guidance.
0808/P/21/GC	Story Homes	HP7	n/a	It is unclear whether Policy HP7 applies towards sites within the Green Belt or Strategic Areas of Separation. Policy (argues that it should as these locations are close to sustainable locations). HP7 is too restrictive in not allowing a proportion of new homes on exception sites to be market housing should viability demonstrate its provision is necessary. There should be no requirement on applicants to demonstrate that sites could be delivered in other neighbouring settlements as there is no guarantee this would satisfy the needs of the settlement the rural exception scheme has been developed to address.	See summary.	Policy HP7 applies to the countryside as defined by policy SP4 including Areas of Separation subject to the policy SP1.(7). The policy is in-line with national policy and the strategy of the Local Plan which restricts development in the countryside to particular developments. This does not include open market housing unless permitted by SP4 through the conversion of an existing building. The requirement to consider whether or not sites in neighbouring or nearby settlements are available to accommodate the development is qualified by the words "...as may be appropriate" and is considered to be sufficiently flexible. Need across the rural area is relatively homogeneous. Minor Modification: Amend Green Belt policy SP3 to clarify that limited affordable housing for local community needs is allowed.
0941/P/11/C	Gladman Development	HP7	N	This policy states that 100% of the total housing provided on a rural exception site will be affordable. Whilst recognising the importance of securing affordable housing to meet local needs this is quite a prescriptive requirement. A rural exception site can be difficult to deliver if they are to provide 100% affordable housing, as such, a landowner's willingness to promote such a scheme is unlikely as it is doubtful it will achieve the optimum value of land that could be secured. Instead a degree of flexibility should be built into the policy to allow a percentage of market housing units on site to reduce the risk of rendering a development proposal unviable.	See summary.	The appropriateness of market housing as part of rural exception affordable housing schemes is at the discretion of the local authority. The Local Plan seeks to protect the open and rural character of the countryside. It is the view of the council that policy HP7 is consistent with this policy approach and national planning guidance.
0810/P/01/C	Heine Planning	HP8	N	Policy HP8 fails to allocate sites for transit/ residential. Evidence base for Gypsy Travellers is not robust in accordance with PPTS, disagree that there is no need. It ignores evidence of need in this district: historic and current: Displaced families from unauthorised site at Preesall have remained in the Fylde Coast area on the unauthorised pitches at Hardhorn until mid-2016 when permission was granted for 6 of the 15 pitches at Angel Lane and the unauthorised pitches cleared. That need has not gone away. Prior to 2016 Angel Lane appeal, Fylde Council complained that caravans exceeded the Jan 2010 injunction limit of 30. Updated 2016 Fylde Coast study failed to record this evidence, many occupied by displaced families from WBC. Does not reflect retrospectively application late 2016 for private site at Stalmine to meet the need for a family with long associations with this district. Jan 2017 biannual count for Wyre reveals WBC failed to record a single Gypsy caravan in the last 5 counts and did not include the family at Stalmine who were occupying their land in late 2016. This cast doubt on the robustness of other data sources in this district. 2016 GTAA update report not robust or defensible: No assessment of 2014 GTAA which identified need for 17 pitches. This has not explained why there is now no need. Update study did not interview those contacted in 2014. Not considered other evidence sources (e.g. appeals & applications). Not considered migration – families forced to leave due to lack of provision e.g. families occupying other pitches at Hardhorn have been displaced. No allowance for families living in bricks and mortar, previous study identified large numbers. Does not explain how Gypsy Traveller definition in Annex 1 Glossary of PPTS is to be interpreted. Other ORS studies refer to established case law. Assumed methodology is the same as reply on same questionnaire. The questionnaire is simplistic: presume work is the same as an economic purpose (many will combine trips). In absence of any guidance from CLG, ORS are pursuing an assessment not shared by Planning Inspectors on appeal and misapplying law, consequently under-reporting the number of Gypsies/Travellers who travel for work and retain Gypsy-Traveller status. This has implications for robustness of the assessment. ORS notified of this concern in 2014 and reluctant to modify approach. ORS assessment of Gypsy status is being scrutinised at the Gloucs EIP, also raised at Cambridgeshire joint EIP. No appraisals made by these studies to show whether the predicted outcomes were correct, no such assessment undertaken of the 2014 study for Fylde coast authorities.	Need to re assess need for Gypsy Travellers using a methodology which: • fairly interprets the Gypsy Traveller definition in Annex 1 Glossary of PPTS; • liaises with agents to ensure full representation and input to the process; • has regard to other evidence (e.g. applications, appeals and unauthorised encampments); • achieves better interview rate with Gypsy Travellers; • does more to identify extent of Gypsy Travellers in housing and living on other caravan sites in the Fylde coastal area; • takes into consideration displaced families. Need to include site allocations for residential and transit provision	The Council's consultants carried out a thorough and robust survey and the methodology is set out in the relevant reports. It is noted that: The introduction to the 2016 GTAA clearly states that it is an update of the previous study carried out as a result of the change in planning definition of Gypsies and Travellers and was designed to apply this new planning definition to the existing Gypsy and Traveller population. Paragraphs 3.1-3.2 detail the implications of the new approach for the methodology. The method requires interviews to take place to determine travelling status and as such cannot take account of families not present at the time of the field work. However this does not prevent a Gypsy/Traveller applying for planning permission on an appropriate site in the usual way. The 2016 GTAA was carried out on behalf of the Fylde Coast authorities by Opinion Research Services (ORS). ORS are probably the most experienced consultancy in the country to apply the planning definition. Over the past 6 years they have completed interviews with approximately 5,000 Gypsy, Traveller, and Travelling Showperson households, and have asked a consistent set of questions about travelling and working patterns. The methodology employed by ORS is well established and supported at local plan examination (see for instance the report of the Inspector into the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy, October 2017). All of ORS' GTAA interviewers are briefed to help them to understand the implications of the changes to the definition within PPTS and to record and probe all types of travelling and to determine whether or not it was for work purposes. Staff from ORS visited the site at Angel Lane, Hardhorn (Fylde) several times over March/April 2016. The residents stated that there were only 6 households living on the site and that the other families had left and were settled outside of the GTAA study area. Most of the six households were unwilling to be interviewed for the Study. Those living on sites cannot be compelled to provide evidence for the Study. Just because a household is seeking to move to an area (or are passing through) it is not a requirement for a GTAA to record this as need for new pitches. This is for the development management system and criteria-based policies to deal with should a planning application be submitted. Bricks and mortar need was addressed in the same way as for the 2014 GTAA using the same Lancashire County Council officer to identify the households. This is explained on pages 8 & 12 of the 2016 GTAA report.
0932/P/03/C	Cubbins, Lawson and Holland	HP8	Y	Support the Council's recognition that there is a need for 20 plots to meet the needs of Travelling Showpeople and therefore support Policy HP8.	None stated.	Noted

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0299/P/32/C	Associated British Ports	HP9	N	The Policy not flexible - it is a rigid application of standards that are not appropriate and do not take account of the ability of a site to physically accommodate GI. The GI background paper states evidence used is 2010 and 2013 – this should be brought up to date to reflect national planning policy and guidance. Policy has little regard for existing GI in the area, which may reduce need for development to accommodate on-site provision and should also assess practicality of provided GI on site versus off site contribution.	2nd bullet of policy should state: "For developments of 10 or more units, the quantum of green infrastructure will be discussed as part of the development management process and be informed by up to date and robust information regarding current green infrastructure in the area."	The policy is considered to be sufficiently flexible to accommodate site specific circumstances and clearly states that regard will be had to the location and character of development proposed. It allows the payment of a commuted sum in-lieu of on site provision where appropriate. The identification of standards provides certainty for applicants such that the costs of provision can be judged at an early stage of the site acquisition and development process.
0363/P/18/C	Taylor Wimpey UK	HP9	Y	TW broadly supports the principles set out in Policy HP9 which requires new housing developments to provide sufficient open space within developments, provided that the requirements are justified. We also support the provision of off-site open space contributions where specific circumstances dictate. This is particularly relevant where the requirements of Policy HP9 would have a significant impact on the net developable area of a site.	Given that the Borough is unable to meet its OAHN in full, consideration should be given as to whether the quantum of green infrastructure required by Policy HP9 is necessary and whether it would be more appropriate to secure off-site provision.	The fact that the council is unable to meet the OAHN figure due to a constrained highway network does not preclude the proper planning of housing developments which includes where possible the on-site provision of public open space which meets the national planning policy aim of creating strong, vibrant and healthy communities.
0395/P/27/C	CPRE Lancashire	HP9	Y	We are supportive of setting standards for the provision of green infrastructure when new developments come forward.	None	Noted
0675/P/07/GC	The Wildlife Trust for Lancashire, Manchester & North Merseyside	HP9	n/a	The policy is welcomed insofar as it relates to provision of natural and semi-natural greenspace in association with development, having regard to the location of the development proposed. As an aside, in our opinion, the NPPF definition and criteria for selection of the Local Green Space (LGS) designation remains woolly. Refers to NPPF Paragraph 76 and 77.	None.	Noted
0808/P/22/C	Story Homes	HP9	N	The requirement to deliver some forms of open space on site may not be appropriate or deliverable particularly in relation to allotments and playing pitches. Where off-site financial contributions are required the Council should provide a clear account of how this is assessed to be used by applicants ahead of submission for planning. In order to ensure that new forms of public open space are responsive to needs and deficiencies within the area, the Council must ensure that its Open Space Audit is kept up-to-date. The current 2013 assessment is in need of review and does not provide robust evidence to justify the policy.	See policy.	Policy HP9 is clearly written to allow the most appropriate type and means of public open space provision to be determined when a development is proposed.. Para. 1.3.5 of the Publication Plan identifies developer contributions as the subject of future Supplementary Planning Document. The evidence base is considered to be robust and appropriate to the policy.
0845/P/05/GC	Natural England	HP9	n/a	We have some additional comments that we feel would strengthen the Plan, we do not feel they represent soundness issues but we do strongly recommend that these points are considered to ensure there is absolute clarity over proposed mitigation measures identified in the HRA. The HRA identifies the potential for increased recreational disturbance and refers to Policy HP9 Green Infrastructure in new residential developments as part of the mitigation for this. We are concerned that the Plan itself does not acknowledge that incorporating GI into developments is necessary to mitigate for impacts on the SPA in addition to meeting policy requirements of HP9. We recommend that some text is added to HP9 or CDMP4 to make this clear. Ideally the GI for developments within 3.5km of Morecambe Bay SPA should be given special consideration to ensure the potential to meet the needs of dog walkers is met.	See summary	As set out in para 1.3.5 of the Publication Local Plan, the council expects to produce an SPD on Green Infrastructure. The representation is not in relation to soundness. The proposed detailed wording relating to the design of open space to encourage dog walking on-site should be considered within an SPD.
0921/P/03/GC	Sport England	HP9	n/a	Support the policy approach.	None stated	Noted
0968/P/13/GC	Cabus Consortium	HP9	n/a	The requirement to deliver some forms of open space on site may not be appropriate or deliverable particularly in relation to allotments and playing pitches. Where off-site financial contributions are required the Council should provide a clear account of how this is assessed to be used by applicants ahead of submission for planning. In order to ensure that new forms of public open space are responsive to needs and deficiencies within the area, the Council must ensure that its Open Space Audit is kept up-to-date. The current 2013 assessment is in need of review and does not provide robust evidence to justify the policy.	See summary.	Policy HP9 is clearly written to allow the most appropriate type and means of public open space provision to be determined when a development is proposed.. Para. 1.3.5 of the Publication Plan identifies developer contributions as the subject of future Supplementary Planning Document. The evidence base is considered to be robust and appropriate to the policy.
1023/P/09/GC	Fleetwood Civic Society	HP10	n/a	HP10 – strict criteria should be adhered to by landlords with regards to houses of multiple occupation.	None.	Noted
0924/P/05/C	Andrew Chapman	Economy	N	Wyre as a whole appears to be marketing itself as a commuter town with the A585 connecting West Wyre to jobs. This policy does not correlate to the traffic and green agendas promoted by the NPPF nor the creation of healthy communities; developments will cripple already congested road networks. Furthermore, locals are not in favour of this development (WBC - likely to be a reference to SA1/2) as there is limited housing demand.	None	It is acknowledged that residents in Wyre will access employment opportunities outside their particular settlement, typically within the borough or neighbouring authorities (Wyre has a shared employment market with Blackpool and Fylde councils). Furthermore, Lancashire County Council highways evidence acknowledges that employment development could potentially improve the highway situation. In relation to demand, the housing allocations are promoted by a landowner/developer. There is no cogent evidence to suggest the sites will not be delivered over the Plan period due to a lack of market demand.

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0289/P/08/GC	Fylde Council	EP1	n/a	Employment requirement/policy-on -policy SP1 states Plan will allocate 43ha of employment land, however site allocations SA2-SA5 & SA7 provide 74ha. The EZ is allocated for 13ha but the total area of EZ is 137ha and an individual site at Catterall provides 32ha. The amount of new employment land provided in the plan is far in excess of the stated requirement, and there could be potential for more within the EZ. This is clearly a "Policy-On" position, it is questionable how it aligns with the amount and location of housing growth. Existing employment land -the treatment of existing allocated employment land in the borough is unclear. It appears that nowhere within the plan or evidence base is there stated how much unused allocated employment land there is. Working age population - unclear why the labour supply forecasts result in an increased working-age population, when the core scenario modelled in Addendum 3 results in a fall in the working age population that is then used to justify a "Policy-On" intervention in relation to housing requirement. Windfalls - although losses are accounted for, no allowance is made for windfall employment sites. There is a question as to why no allowance appears to have been considered. In several scenarios, the provision for losses is a greater element of the gross figure than the actual net requirement; this element is therefore crucial in determining the overall figure. Flexibility Margin - has also been added and applied to the gross figure, and results in the size of the flexibility factor being between one quarter and more than one third of the actual net requirement. There is a question as to whether this is excessive, and whether it should only have been applied to the net requirement. Policy On. The conclusion of the ELSU gives a figure of between 32ha – 47 ha. This conclusion (particularly upper end) is strongly based on the expectation that certain sectors will perform above trend. This appears again to be a "Policy-On" position, to attempt to drive growth in those sectors against trend; but the decision then to allocate employment land widely in the borough is called into question, it is the EZ with remaining large area of land that would be required to deliver these uses. Surplus employment land for housing - Given that a range of sites are identified as deliverable for employment, and that the loss of existing employment land is accepted in lieu, a further assessment of the potential for surplus sites to contribute to the housing total, having regard to sustainability issues including transport, could have been undertaken and may have contributed to a larger proportion of the plan's total housing requirement being met.	None	The employment OAN is not a 'policy on' position because it is higher than the Adjusted Experian scenario. The LP makes employment land allocations for 34.47ha under policy SA2-SA4. Policy SA5 is a safeguarding policy that protects the existing Port site, this does not contribute to the employment supply. SA7 is a development opportunity site, it is heavily constrained and no certainty over the delivery of the site and does not contribute to the employment supply. The Enterprise Zone boundary contains a range of existing businesses and the whole site is not available. The Enterprise Zone is designated with a particular focus on chemical and energy sectors, the Enterprise Zone site is therefore not solely for B use classes and the allocation reflects land that is available for B class. The Local Plan allocates land to meet the requirements in the three sub-markets, reflect expansion of rural settlement and supports the expansion of existing businesses. Existing employment land - Existing employment allocations that have not been taken up have been reviewed as part of the Employment Land Study (ELS). Available existing employment allocations that remains deliverable for employment is allocated in the emerging Local Plan. Working age population, para 4.39 2015 ELS Addendum II (July 2017) is poorly worded and should state labour force and not working age. Windfalls - Expected windfall losses are factored into the requirement (as part of the assumed employment land losses). Employment land windfall is an element of the supply rather than the employment requirement. Following call for sites, known land for employment has been considered through the Employment Land Study and deliverable sites allocated. Therefore, the council considers it unlikely that windfall delivery will continue in the same manner as had been experienced. Flexibility Margin - The ELS sets out that the flexibility margin equal to two years gross average annual take-up is actually conservative. In comparison, Blackpool Council has added a 20% flexibility buffer. Policy On - The point made is not clear. The 47ha at the upper end is based on past take up, lower end 32ha is based on adjusted Experian which considers commitments at the Enterprise Zone. Accounting for the Hillhouse EZ is not a 'Policy On' scenario. The EZ was designated after the 2015 ELS and its main objective is job creation. The 2017 Lichfield Study takes account of known investment. The EZ is not a policy aspiration. In relation to employment allocations, see response to representations below. The council's Housing Background Paper explains why the council is unable to meet its full OAN. Land that is deliverable for employment is not necessarily deliverable for housing. Some sites are within existing industrial areas, some are needed to ensure the sustainability of settlements. Also some land is in the ownership of existing businesses that provides expansion land. Furthermore, LCC highways evidence acknowledges that employment development could potentially improve the highway situation.
0299/P/33/C	Associated British Ports	EP1	N	Employment OAN requirement is towards upper end of forecasts, because of this, degree of flexibility is needed to adapt to changing economic circumstances.	Policy should state 'approximately' 43 hectares of land should be identified over the plan period and that the Council will proactively monitor employment land take up and take a flexible approach which can adapt to changing economic conditions over the plan period. This is consistent with NPPF para 21.	The 43 hectares of land represents the identified employment Objectively Assessed Need (OAN). This is regarded as a minimum and a requirement below 43ha would not meet the full employment OAN.
0343/P/11/GC	Highways England	EP1	n/a	There is a shortfall of 8.53 hectares of employment land between the OAN and the allocated sites. It is not clear where this remaining employment land use will be delivered. However, based on the overall split across the three sub-markets, it would be considered likely that the majority of the 8.53ha will be delivered in both the Wyre Peninsula and A6 Corridor with the remaining employment land being dispersed across rural areas. Clearly, consideration should be given to the location of this development, bearing in mind that any traffic modelling work which is undertaken at this stage would not account for the traffic impact of these additional sites – consequently the concentration and location of this category of 'shortfall' employment development should be approached carefully.	None.	There is no shortfall between the OAN and allocated sites. The apparent shortfall is made up of completions since 1st April 2011 and commitments. Minor Modification: Amendment to paragraph 8.2.1 to improve the clarity of the Local Plan in relation to commitments and completions.
0395/P/28/C	CPRE Lancashire	EP1	N	Concerned that the economic projections are based on flawed assumptions and overly-ambitious growth rates. CPRE Lancashire recognises that Wyre, a large rural area, has a strong representation in the Agriculture, Forestry and Fishing sector, when compared to the rest of the North West region and that rural businesses including farming businesses are important to the sustainability rural communities and valuable to the local economy. Employment should be focused in urban and rural areas based on the settlement hierarchy. There needs to be available local jobs. Further growth and investment in chemicals, advance manufacturing and energy sectors is anticipated in the future.	None	The employment OAN is based on a robust methodology which follows current Government guidance and is based on the Experian March 2017 projections. Employment allocations are proposed to meet the needs of the three employment sub-markets, meeting both the needs of the urban and rural areas.
0960/P/03/C	Beecham Developments	EP1	N	Land allocated for employment under Policy SA3/2 forms part of the A6 Corridor, where 10.05 Hectares is allocated for B use classes. The Council's case for the A6 Corridor allocation is based on old evidence from 2012 and therefore it is open to question whether it is justified in accordance with paragraph 182 of NPPF. Furthermore, the site referred to is not assessed in Appendix 2 of Employment Land and Commercial Leisure Study, which also calls into question the calibre of the evidence. The Employment Land Monitoring Report states at 6.1.1 that "Given that Wyre has 80.66 hectares of land available for employment purpose and the average take up per annum on allocated sites since 2011 has been 0.88 hectares, it can be assumed that take up of employment land on allocated sites has been slow. ". At the same time there has been a significant shortfall in housing delivery. It is therefore perverse to prioritise employment land over housing.	None	The allocations provides employment land in the three sub-market areas which provide distinctive markets within the borough. Part of site allocation SA3/2 was considered in the ELS 2015 (site reference WY 00 07(a) Beech House Fields, Catterall). This land was included in the ELS as it was put forward in the call for sites process for mix use, with employment on the southern part of the site, immediately to the west of the existing Brockholes Industrial Estate. The Employment Land Monitoring Report currently monitors existing employment allocations in the adopted 1999 Local Plan and Fleetwood-Thornton Area Action Plan. The existing allocations have been reviewed within the Employment Land Study, some of which are not taken proposed to be taken form in the emerging Local Plan in their current form. The Local Plan does not prioritise employment land over housing. The council's Housing Background Paper explains why the council is unable to meet its full OAN. This is primarily due to highways capacity. Land that is suitable for employment is not necessarily suitable for housing. Some sites are within existing industrial areas, some are needed to ensure the sustainability of settlements. Also some land is in the ownership of existing businesses that provides expansion land. Employment allocations are not directly related to the shortfall in past housing delivery. Historically there has not been a trend for the refusals for housing development on employment sites.
0299/P/34/C	Associated British Ports	EP2	N	Policy defines employment uses too narrowly, should acknowledge other employment generating uses (such as retail and leisure/tourism) where shown to deliver jobs and drive investment – consistent with NPPF para 20. Bullet 4 is onerous – streamline to allow other uses to be considered where employment cannot be delivered via an agreed marketing scope and period between applicant and council. Alternative use considered if no realistic offers for employment developed. If other use is employment generating, should be considered on own merit without marketing period.	Delete bullet 4 and insert: "Where there is no reasonable prospect of a site allocated for employment uses to come forward for development over the plan period, alternative uses can be considered once an agreed scope and period of marketing of the site has been undertaken and no commercial interest in the land has been established. Where the alternative uses proposed are employment generated themselves, then these should be considered on their own merits." Bullet 3 should also contain reference to retail uses.	The objectively assessed employment need is in relation to B class uses only. The Local Plan should be read as a whole and Policy SP6 would apply.
0645/P/27/GC	Nether Wyresdale Parish Council	EP2	n/a	Policy supported.	None	Noted

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0951/P/01/C	Fleetwood FRP	EP2	N	<p>NPPF confirms that Economic Development includes more than just Class B uses and states in paragraph 19 that planning should encourage economic growth. However, Policy EP2 only recognises "B Uses" as employment uses and thus restricts the potential uses of identified Existing Employment Areas. The proposed policy as currently worded does not provide/allow for alternative forms of economic development that falls outside the Council's rigidly defined categories. Hence, Policy EP2 would result in the inappropriate long-term protection of sites and does not provide the flexibility as required by NPPF (Para. 14) so is considered to be unsound and not consistent with national policy.</p> <p>Refers to planning history on the Fleetwood FRP's site. The site is not in existing employment use and has not been in employment use for a considerable number of years. A previous application for employment use, which was promoted by the Council and is understood to have benefited from funding, has lapsed and there is no prospect of that being delivered. The Council has previously considered alternative forms of development positively and therefore recognised that this site should not be retained for class B employment purposes. History in respect Fleetwood FRP's land demonstrates that there is little prospect of employment use on the site and the Existing Employment Area designation is contrary to NPPF and unsound.</p> <p>It is suggested that EP2 and in particular point 4 is amended to provide flexibility where traditional B uses are not appropriate or viable. The currently proposed policy places significant restrictions on sites and does not provide the flexibility required by paragraphs 14 and 22 of NPPF.</p> <p>Fleetwood FRP's site should not be designated as an existing employment site. It has been vacant for a considerable period of time and has not come forward for any B class uses over that period. In accordance with NPPF there is no reasonable prospect of the site being used for class B employment purposes and therefore should not be protected for such use.</p>	None	The Local Plan should be read as a whole and policy SP6 Viability would apply to policy EP3 if viability is a material consideration.
0953/P/06/C	Telereal Trillium	EP2	Y	<p>Telereal Trillium agrees it is important that the Council allocates and protects a portfolio of high quality employment land and sites so that potential investment in the local economy is not lost. Sites must be suitable and viable however, Telereal Trillium supports the exclusion of the mixed use development (13/00200/OULMAJ) from these policies. The permission established the fact that speculative redevelopment of the site to provide modern employment (Class B1 office) floorspace is not viable and can be reused for alternative, beneficial housing use.</p>	None	Noted
0299/P/35/C	Associated British Ports	EP3	N	<p>Refers to NPPF para 22 – avoid long term protection of employment land where no reasonable prospect of land coming forward, and then land is considered for alternative use – this policy does not do that. Policy inflexible approach to alternative use with onerous criteria.</p>	<p>Delete bullet 1 and insert: "Where there is no reasonable prospect of a site allocated for employment uses to come forward for development over the plan period, alternative uses can be considered once an agreed scope and period of marketing of the site has been undertaken and no commercial interest in the land has been established. Where the alternative uses proposed are employment generated themselves, then these should be considered on their own merits."</p> <p>Should also contain reference to retail uses.</p>	The delivery of employment land is required to deliver the boroughs employment OAN. The Local Plan should be read as a whole and policy SP6 Viability would apply.
0645/P/28/GC	Nether Wyresdale Parish Council	EP3	n/a	Policy supported.	None	Noted
0951/P/02/C	Fleetwood FRP	EP3	N	<p>Policy EP3 places significant restrictions on the alternative use of existing employment sites going against Paragraph 22 of the NPPF. Policy EP3 does not take account of the length of time a site may have been vacant and unused and whether it truly comprises "existing employment". It is reasonable to assume that after a prolonged period of vacancy, a site is not in existing employment use and that it will not be reused for employment purposes. In such circumstance, and in accordance with NPPF's core planning principle of re use, such sites should not be restricted by the requirements of Policy EP3 and the need to demonstrate compliance with this policy should not be required in order to encourage the effective reuse of brownfield land.</p> <p>Based on the current wording of the policy a proposal for an identified commercial use would be unacceptable unless the existing site use had an unacceptable impact on amenity or the benefits outweighed the loss of employment land. This approach would appear wholly unreasonable and would be difficult to demonstrate compliance with all three criteria in all but very few cases.</p> <p>Policy EP3 as currently proposed does not comply with paragraphs 17 and 22 of NPPF and therefore is unsound.</p>	<p>It is suggested that EP3 is amended to provide greater flexibility to change use of sites which are considered to be existing employment sites. As expressed above, NPPF does not advocate the long term protection of employment sites but does promote the effective use of previously developed land.</p> <p>Policy EP3, as currently proposed, achieves the opposite in both instances. It restricts the potential to put existing vacant previously developed sites to alternative uses. The policy should be more flexible and provide opportunities for site re-use and redevelopment than currently proposed.</p>	The Local Plan should be read as a whole and policy SP6 Viability would apply to policy EP3 if viability is a material consideration.
0953/P/07/C	Telereal Trillium	EP3	Y	<p>Telereal Trillium agrees it is important that the Council allocates and protects a portfolio of high quality employment land and sites so that potential investment in the local economy is not lost. Sites must be suitable and viable however, Telereal Trillium supports the exclusion of the mixed use development (13/00200/OULMAJ) from these policies. The permission established the fact that speculative redevelopment of the site to provide modern employment (Class B1 office) floorspace is not viable and can be reused for alternative, beneficial housing use.</p>	None	Noted
0545/P/04/GC	Garstang Town Council	EP4	n/a	<p>GARSTANG TOWN CENTRE We submit that the boundary should be adjusted to include Sainsbury's Superstore on Parkhill and Aldi's Superstore on Moss Lane. PRIMARY SHOPPING CENTRE The area should be extended to include all the businesses on the West side of the High Street to Croston Road and up to and including Clare and Howards Opticians on the East side and also the old council office which has consent for ground floor retail.</p>	Amend Garstang Town Centre and, Primary Shopping Centre (Area)	<p>It is accepted that the Aldi store does have some linkages with the Town centre and the boundary is proposed to be extended in this regard. The Town Centre Boundary review (September 2017) sets out why Sainsbury's is excluded. The primary shopping area includes properties with primary and secondary frontages. The Town Centre Boundary Review (September 2017) sets out the reasons for contracting/excluding the properties on the north extent of the High Street.</p> <p>Minor Modification: Amend Garstang Town Centre boundary to include Aldi.</p>
0299/P/36/C	Associated British Ports	EP5	N	<p>Sequential assessment aspect refers to sites being available or likely to be available within a reasonable timescale – no such reference to reasonable timescale within national policy/guidance. Refers to recent case law – indicates approach is to assess availability at the time only. For assessing main town centre, local threshold for convenience at 500 sq m is too low. Many mixed use sites should be able to include retail at an appropriate scale to enhance sustainability. Threshold too low and can frustrate development with additional retail justification.</p>	<p>Remove reference to within a reasonable timescale. Include reference to the fact that balance needed with needs of developer in question and the scale and details of any sequential approach should be proportionate to the size of the proposals (as advised by PPG)</p>	<p>The Local Floorspace Threshold Advice Note provides evidence to justify lowering the threshold from the default position in the NPPF.</p> <p>Minor Modification: Wording updated in policy to clarify that a preferable site should be available within a reasonable timescale.</p>

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0343/P/12/GC	Highways England	EP5	n/a	To reiterate comments made earlier in this response, Highways England is supportive of the appropriate locating of development, to ensure that there is accessibility to various modes of transport, which can help encourage greater uptake of more sustainable travel modes and therefore reduce the reliance on private car use, in turn contributing to a reduction in traffic using the SRN.	None.	Noted
0951/P/03/C	Fleetwood FRP	EP5	N	The statement that proposals "will only be granted planning permission where it is demonstrated that there will be no unacceptable impact on the vitality and viability of existing centres" does not conform with national policy. NPPF states in paragraph 27 the threshold to refuse an application for an out of centre retail development as "... likely to have significant adverse impact". Significant adverse is the threshold against which NPPF requires retail impact to be assessed. There is no justification for an alternative approach. The proposed policy does not comply with the retail impact test as defined by paragraph 27 of NPPF and as such is currently unsound.	In order to make the proposed policy sound it is suggested that "... there will be no unacceptable impact" be replaced with "... it is unlikely to have significant adverse impact".	To improve consistency with the NPPF it is accepted that reference should be to significant adverse impact. However due to the nature of Fleetwood an impact that is less than significant would be unacceptable due to the nature of Fleetwood Town centre, in accordance with the Retail Study. Minor Modification: Update policy to refer to significant adverse impact and no unacceptable impact in Fleetwood.
0954/P/04/C	De Pol Associates Ltd	EP5	N	The requirement of Criterion 6 does not conform with national policy. NPPF states in paragraph 27 the threshold to refuse an application for an out of centre retail development as "... likely to have significant adverse impact". Significant adverse is the threshold against which NPPF requires retail impact to be assessed. There is no justification for an alternative approach. The proposed policy does not comply with the retail impact test as defined by NPPF paragraph 27.	None	To improve consistency with the NPPF it is accepted that reference should be to significant adverse impact. However due to the nature of Fleetwood an impact that is less than significant would be unacceptable due to the nature of Fleetwood Town centre, in accordance with the Retail Study. Minor Modification: Update policy to refer to significant adverse impact and no unacceptable impact in Fleetwood.
0954/P/05/C	De Pol Associates Ltd	EP6	N	EP6 of the Local Plan defines what criteria must be satisfied for permission to be approved for nonretail uses in primary and secondary frontages; these are where the sub criteria listed a) to e) are met. However, the policy suggests that all of the listed criteria are to be met. We submit that the Council's approach to this matter is unduly onerous. NPPF para 23 is clear that diversity, competitiveness and consumer choice are all part of a healthy high street. For example, café/sandwich bars, estate agents, financial and professional services would be compliant with criterion 1 b) and 1d) but the proposal would still not be permitted unless the other criterion are satisfied. This is clearly out of step with the NPPF which promotes a more flexible approach to retail policies. Criterion 1 d) is not well defined and requires clarification. Criterion 1 c) the proposed '3-unit limit' has faults when it comes to its practical application. For example, where a shop frontage includes a double unit and/or where the application premises is situated at the end of a terrace, the policy can be too rigidly applied, and applications refused even where there is no harm to the shopping frontage. Criterion 1 e) refers to typical opening hours. This specification fails to reflect the realities of modern trade that will routinely open into the early evening to enable 'after work' custom. This criterion adds little to the intent of the policy and generates and unfortunate/unnecessary additional blocker to development that would otherwise be acceptable in such locations.	The policy as drafted is unsound because it is not positively prepared, justified and based on clear evidence. Moreover, it is inconsistent with NPPF para 23. Accordingly, for the reasons stated, we submit that the policy should be amended as follows <ul style="list-style-type: none"> the sub-criteria listed a) to e) are expressed as 'either/or' instead of "all"; criterion c) The policy wording should be amended to provide additional flexibility to ensure end terrace and double unit retail premises are not inappropriately disadvantaged by the policy; criterion d) requires clarification and criterion e) should be struck out from the policy. 	The council considers that the criteria are appropriate to protect the function of the primary and secondary frontages. The existing primary shopping area that consist of both the primary and secondary frontages have in places been contracted to allow for wider range of town centre uses. Each planning application would be determined on its own merits and the Local Plan should be read as a whole. The council will develop a standalone guidance to support the interpretation of the policy. Minor Modification: Refer to standalone guidance for the interpretation of the policy in the policy preamble.
0945/P/01/C	James Hall & Co Ltd	EP7	N	Welcomes the policy and fully supports its objectives in principle, but does not consider the policy is sound as currently proposed, as it is not justified, will not be effective and is not consistent with national policy. James Hall store formats are therefore based on a 280 sqm net sales area that includes a beer and wine cellar, and a back of house area that includes customer and staff toilets, baby change room, staff rest room, office, ambient stock room, chiller storage, freezer storage, ATM room and plant. The gross floor area of a typical store will therefore often be greater than 400 sqm. Objects to limiting the remit of the policy to sites "within defined settlement boundaries". There could be rural villages and parts of towns which would benefit from a new store, but the only available sites are on the edge of settlements and outside defined boundaries. Objects to the proposed use of a maximum gross internal floorspace limit of 400 sqm in criteria a). It is also noted that Policy EP5 proposes a local impact threshold of 500 sqm gross for any out of centre retail development, which is at odds with the proposed 400 sqm gross floorspace limit. Objects to criteria b) and c) of the policy. Criteria b) is not consistent with national policy in the Framework and is not justified. There is no sequential requirement to consider the re-use of vacant Class A1 units within the proposed catchment area (i.e. 500 m) of a local convenience store in an out of centre location. (refers to para 24 of the Framework). Criteria c) requires a new convenience store to be located within, or immediately adjacent to, an existing group of shops, if one exists within its catchment area (i.e. 500 m). The purpose and benefit of this criteria is not explained, although requiring the co-location / clustering of new and existing shops in an out of centre location is clearly not a requirement of the Framework.	1. Planning permission will be granted for convenience retail developments, which are not within existing defined centres or specifically allowed for by other policies, where the following criteria is met: a) The proposal caters for local needs only and individual units do not exceed a maximum of 280 sq.m net sales area;	The threshold is limited to 400sq.m gross internal floorspace. The policy permits a small local convenience store to meet local need only. The policy limits stores within settlement boundaries and within a reasonable walking distance so that the provision is to meet local needs of the population and by co-locating new convenience provision with other shops (where possible) provides opportunities for combined trips. The NPPF does not say that this requirement cannot be set out in policy.
1023/P/11/GC	Fleetwood Civic Society	EP7	n/a	Local convenience stores should be considered for all areas with major housing developments. These premises would encourage inward investment and employment.	None	This has been considered and some allocations require provision of a small convenience store. Policy EP7 also permits local convenience stores within settlement boundaries where the criterion are met.
0645/P/29/GC	Nether Wyresdale Parish Council	Economy 8.8 Rural Economy	n/a	The contribution of rural enterprise and tourism of the rural economy is somewhat understated. There should be recognition within the policy and justification that appropriate tourist related development will be allowed commensurate with it being appropriate in respect of scale, type, location and in having regard to the localised impact of the development on the character of the area. The area, and in particular, Nether Wyresdale, is a very popular visitor destination including walking, cycling and for general leisure pursuits. The inherent quality and character of the villages and landscape character are significant and important elements in attracting such visitors. The importance of the countryside and the distinctiveness of the villages and their settings are a key aspect of the visitor market to these unique places. The protection of the landscape and character of villages such as Scorton and Lower Dolphinholme are an essential component of the visitor product and related economic benefits, which arise.	EP8 should reflect the importance of protecting the countryside, the setting of villages, heritage assets and other features of interest as an important aspect of the maintaining and enhancing the visitor offer of notable localities.	The Local Plan should be read as a whole. It is considered that the matters raised are addressed through other Plan policies, such as SP4 - Countryside Areas, SP5 - Forest of Bowland AONB, CDMP3 - Design, and CDMP4 Environmental Assets.
0424/P/04/C	Judith Hargreaves	EP8	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	The following policy needs to be amended either for greater consistency with Policies SP1c and SP4.1 or to emphasise and thereby give added weight to the aforementioned policies. Policy EP8.2a: after "detrimental to" ADD "the open and rural character of the countryside in line with Policy SP4.1; environmental protection and enhancement in line with Policy SP1c: and"	Development in the countryside will be subject to policy SP4 and hence there is no need to cross-refer in policy EP8. Environmental protection and enhancement is addressed through SP1, CDMP1 and CDMP4.
0510/P/19/GC	Save Our Scorton Residents' Association	EP8	n/a	Whilst it is appreciated that Development Management policies are encouraged to be positively worded, that the Plan should be read as a whole and other policies may provide a basis for refusing development likely to undermine the rural economy particularly the visitor economy, it would be extremely helpful if this policy was reinforced by an additional provision to this effect or at the very least reference made in supporting text to the policy.	See summary.	It is considered that the policy is appropriately worded and that as recognised there is no need to repeat other policies or their intentions.

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0937/P/09/C	Bourne Leisure	EP8	Y	Bourne Leisure endorses Policy EP8, which provides support for the diversification of the rural economy, including sustainable development which enhances the diversity of recreational opportunities and visitor attractions in rural areas. The Company considers that this draft policy meets the "justified" test of soundness, as it takes an appropriate strategy based upon the need to support the rural economy and its recognition of the economic value of the tourism industry.	None	Noted
0937/P/10/C	Bourne Leisure	EP9	Y	Bourne Leisure endorses draft Policy EP9, which allows for appropriate extensions of holiday accommodation sites, which are defined as including holiday caravan sites. The Company therefore considers that this draft policy meets the "justified" test of soundness because it is based on proportionate evidence on the importance of the tourism industry for the local economy.	None	Noted
0949/P/02/C	Pure Leisure Group Ltd	EP9	N	The policy as drafted is unsound as it is not: <ul style="list-style-type: none"> Positively prepared. Precluding certain types of new holiday accommodation which could secure economic and social benefits in line with sustainability objectives is not reflective of a positively prepared Plan. Consistent with the national policy. As stated, precluding certain types of new holiday accommodation conflicts with NPPF paragraphs 28 and 70, as well as the cost/benefit analysis approach enshrined in NPPF. Justified. The Council have not robustly demonstrated, based on proportionate evidence, why new holiday accommodation should be restricted to extensions to existing sites. 	The reference in paragraph 8.9 to new holiday accommodation being restricted to extensions to existing sites should be deleted and the policy itself amended (together with the supporting text) to allow the provision of new tourist accommodation in all forms, subject to any relevant criteria.	Agree to update policy wording to remove reference to existing holiday accommodation and remove restriction on new accommodation only for touring caravan and camping only. Policy wording to also be updated in SP4, see representation 0949/P/03/C. Minor Modification: Update policy wording in EP9 to remove reference to "existing" holiday accommodation and remove restriction on new accommodation for touring caravan and camping only.
0343/P/13/GC	Highways England	EP12	n/a	Trips associated with wind turbines are deemed to be of the most significance in regard to their impact on the SRN. Construction of the wind turbines typically requires abnormal loads to use the SRN. Therefore, it is recommended that the construction management plans for such schemes takes into account the potential impact upon the SRN and adopts off-peak travel patterns to minimise any potential disruption upon the network. This is of particular relevance, given the constraints of the road networks within the Wyre peninsula and A6 corridor.	None.	Policy CDMP6 covers the concerns in relation to Policy EP12.
0424/P/05/C	Judith Hargreaves	EP12	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	The following policy needs to be amended either for greater consistency with Policies SP1c and SP4.1 or to emphasise and thereby give added weight to the aforementioned policies. Policy EP12.1: ADD "Policy SP1c; Policy SP4.1; and" before "the Core Management Policies"	Development in the countryside will be subject to policy SP4 and hence there is no need to cross-refer in policy EP12. Environmental protection and enhancement is addressed through SP1, CDMP1 and CDMP4.
0645/P/30/GC	Nether Wyresdale Parish Council	EP12	n/a	Whilst this policy should be read in the context of the Core Planning Policies, it is suggested that a key criteria, in respect of the consideration of any development proposals, notable wind and solar energy proposals, should make explicit reference to the need to assess the impact, particularly in respect of sensitive areas of landscape nature conservation interests and the potential impact on settlement character.	Include reference to this principle within the policy	The Local Plan should be read as a whole. Policy EP12 does include cross references to the Core Development Management Policies which includes protection of landscapes and nature conservation (CDMP4) and character if the area (CDMP3).
0675/P/08/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	EP12	N	Refers to EP12 The policy contains no reference to potential impacts on key habitats and species and on ecological networks. This should be remedied and/or a cross-reference included to CDMP4 for the sake of certainty, to improve effectiveness of the policy. Refers to NPPF Paragraph 9.	See summary	The Local Plan has to be read as a whole, therefore policy CDMP4 would apply when determining applications under EP12 Renewable Energy. It is therefore not considered necessary to provide cross references in this case.
1023/P/10/GC	Fleetwood Civic Society	EP12	n/a	We hope that the council will support the development of renewable energy schemes such as the Tidal barrage which will increase employment opportunities and bring more tourists to Fleetwood.	None	Policy EP12 (2) supports the principle of a tidal energy scheme.
0424/P/06/C	Judith Hargreaves	EP13	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	The following policy needs to be amended either for greater consistency with Policies SP1c and SP4.1 or to emphasise and thereby give added weight to the aforementioned policies. Policy EP13.1: ADD "Policy SP1c and Policy SP4.1" before "Core Management Policies"	Development in the countryside will be subject to policy SP4 and hence there is no need to cross-refer in policy EP13. Environmental protection and enhancement is addressed through SP1, CDMP1 and CDMP4.
0344/P/15/GC	Historic England	EP14	n/a	Policy EP14: Outdoor Advertisements and Directional Signs – many such advertisements may affect heritage assets including listed buildings and conservation areas. In each case the character and appearance of the asset (articulated in terms of effect upon their significance) is a factor to be taken into consideration.	None	Policy CDMP5 would apply in such cases.
0645/P/31/GC	Nether Wyresdale Parish Council	EP14	n/a	Policy supported.	None	Noted
0289/P/04/GC	Fylde Council	Site Allocations	n/a	There remain questions as to whether the SHLAA and site assessment process result in the rejection of deliverable sites which could perform better in relation to mitigation of highways impacts. Sites to the north of Garstang are eliminated, however, these are located such that trips may tend to be more north towards Lancaster rather than south towards Preston and the identified highway pinch point. Sites in Thornton are rejected although the A585 major scheme will greatly improve accessibility to these sites. In Poulton, the LCC Highways study recommends the allocation of site DS05 but only a small portion of this has been allocated (site SA1/8). There is a question as to whether that site should be allocated whilst not counting towards the numerical total given as a "cap" for Poulton. It may be that delivery of this site could support highways improvements in Blackpool as mitigation. The approach taken seems to be to consider which sites in an individual settlement should be allocated within the constraints of the "cap". An alternative approach could have been to attempt to plan for the whole requirement, considering which sites had greater or lesser impact on highways issues within the criteria (in the same way as other issues). A plan with all of the allocations in place could then have been modelled for its impacts, and mitigation considered on the basis of a complete plan.	See summary.	As established by the highway evidence and described in the Housing background paper and Site Allocations background paper, the council's approach allocations has been guided by significant constraints, particularly that relating to highways. The notion that there are sites that in some undefined way can better contribute to the resolution of highway constraints is wrong - the highway evidence takes into account a range of potential allocations and makes its recommendations on the appropriate quantum of development in specific locations accordingly. These recommendations are based on a series of "zones" indicating the severity of the highway constraint. The council has allocated sites up to the maximum permitted in the two A6 zones, hence the fact that the SHLAA sieves out sites north of Garstang is not relevant - there is a cap, adding more sites north of Garstang does not increase the size of the cap. The highway evidence does not "recommend" any allocations. The suggestion that a large allocated site west of Poulton-le-Fylde could be allocated outside of the cap in that location - hence it is assumed would have to have no impact on Poulton-le-Fylde - has no evidential basis.

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						OAHN = Objectively Assessed Housing Need
Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0343/P/14/GC	Highways England	Site Allocations	n/a	<p>A key recurring comment on planning applications is that, whilst individual sites when reviewed in isolation may not be of sufficient scale to result in a significant traffic impact on the SRN, the cumulative traffic impact of all sites located within a certain area, for example the A6 corridor or A585(T) corridor should be carefully considered and evidenced as part of the transport evidence underpinning the Local Plan. It is noted that, as a result of the number of individual applications received along the A6 corridor, Lancashire County Council, as Local Highways Authority has developed the A6 Barton to Garstang Sustainable Transport Strategy, with a series of highway infrastructure requirements which must be delivered to support the developments. However, the infrastructure requirements set out in the Strategy are based on those developments within the corridor which have been granted planning permission and not necessarily the full list of allocated sites.</p> <p>In regard to development along the A6, with access to the SRN at the northern and southern extents, it is important to gain an accurate understanding of the cumulative impact of all of the allocated sites along the A6 corridor, particularly on the M55 Junction 1. We recommend that Wyre Council as the local planning authority should work collaboratively with Lancashire County Council, as Local Highways Authority to undertake further work in this regard.</p> <p>HE recommend they are kept informed of the masterplanning work regarding site SA4, with a view to developing greater clarity on the potential traffic impacts of it being delivered.</p>	None.	<p>The Local Plan transport evidence has considered the cumulative impact from allocations including allocations which have planning permission.</p> <p>Lancashire County Council (LCC) has not sought to revise the A6 Barton to Garstang Sustainable Transport Strategy albeit one of the proposed developments considered by LCC as part of the evidence early 2017, between Cabus and Garstang was subsequently refused planning permission. The resultant highway capacity was met on sites SA1/16, SA1/17 and SA1/18. Furthermore policy CDMP6 will apply in determining planning application on any allocated sites.</p> <p>The Local Plan is based on robust and adequate evidence to understand the impact of Local Plan proposals. It should be noted that Highways England is not objecting to the Local Plan. Wyre is committed to continue to work with both Highways England and LCC with regards to monitoring impacts and reviewing the Infrastructure Delivery Plan as necessary.</p> <p>Comments on access onto the SRN from allocations are noted.</p>
0344/P/04/C	Historic England	Site Allocations	N	<p>The Council has not demonstrated that it has identified and assessed the significance of any heritage assets that may be affected by the proposed site allocations, or assessed what effect development might have on that significance, in accordance with the requirements of paragraphs 158 and 169 of the NPPF. Examples include SA1/18 South of Blackpool Road, Poulton-le-Fylde - presence of the adjacent conservation area, but this relationship is not alluded to in the draft Local Plan itself under Key Development Considerations. SA6 – Land at Conway, West of the A6, Garstang – The SABP advocates a heritage assessment be carried out but there is no evidence elsewhere in the various documents (including the Sustainability Appraisal) that one has been. SA3/4 – Forton Extensions – the SABP acknowledges the presence of heritage assets and the draft Local Plan itself recognises the proximity of Forton URC and other associated structures listed grade II. No evidence exists to articulate the contribution these development sites make, if any, to the significance of the church buildings, and in consequence it is not possible for the council to say what effect their development will have on that significance or whether any harm can be justified in terms of the policy tests in the NPPF. SA1/14 and SA1/15 – North of New Holly Hotel and Bodkin Cottage, and Land East of Hollins Lane – the SABP identifies potential effects upon the grade II listed 8, 9, and 10 Hollins Lane but this is not acknowledged in the list of Key Development Considerations. Again, no analysis exists to show whether these sites contribute to the significance of these assets, and in consequence it is not possible for the council to say what effect development of the sites will have on that significance or whether any harm can be justified in terms of the policy tests in the NPPF.</p>	See summary.	<p>The evidence base supporting the local plan should be proportionate. The presence of heritage assets was taken into account - specific allocations highlight the presence of a heritage asset. Policy CDMP5 will apply to any development on allocated sites. It is not considered necessary that a bespoke assessment be carried out at the Local Plan stage. Any impact on heritage assets can be considered at the planning application stage without affecting the overall deliverability of the Local Plan. In relation to the two sites at Hollins Lane, heritage matters have been considered through the planning application process on both sites with the conclusion that there is no impact. It is accepted that for consistency, in relation to site SA1/8 South of Blackpool Road, Poulton-le-Fylde, the 'key development consideration' should include reference to the presence of the Poulton-le-Fylde Conservation Area adjacent to the site's south-eastern boundary. Regarding site SA6, the site allocations paper at pages 31 and 32 is relating the outcome of the Sustainability Appraisal in relation to the site. In fact there is an error in the background paper as the SA does not state that a heritage survey is required. Instead in terms of mitigation it states "Ensure that design avoids potential impacts on the historic setting of any nearby heritage features and the historic landscape or if not possible, minimises this impact. This may require a combination of building and design". In relation to sites SA1/14 and SA1/15 the listed properties are not within or adjacent to the allocations and in both cases planning applications have concluded no heritage impact. Potential impact can adequately be considered at the planning application stage.</p> <p>Minor Modification: Regarding allocation policy SA1/8 under "key development considerations" add reference to the proximity to the Poulton-le-Fylde Conservation Area and need to have regard to such.</p>
0675/P/09/C	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Site Allocations	N	<p>The individual site allocation policies and subtexts address the location of international, national and local wildlife sites in relation to each, but not the site allocations' context within identified local ecological networks. The policies address mitigation, but not local specifics of maintenance, restoration, expansion, enhancement reconnection and creation of identified ecological networks. This is not in accord with the NPPF. Refers to NPPF Paragraph 9.</p>	See summary.	<p>The text associated with the site allocations is intended to identify key development considerations that should be taken into account in developing site specific proposals. It is not intended to be exhaustive or based on detailed survey work. The policies of the Plan are sufficient to take into account the issues raised.</p>
0950/P/01/C	Persimmon Homes	Site Allocations Para. 9.1.5	N	<p>The need for a master plan for developments over 50 dwellings only adds to the costs time delays which will burden developers and therefore reduce the activeness of housing development the borough. 50 dwellings is a small number to require a master plan approach and usually this method only benefits a site of over 500 dwellings. Our experience of producing master plans prior to submitting for planning has only encountered difficulty and added months to the planning process therefore slowing delivery on site. If the borough is not an attractive option for housing developers, Wyre may find it hard to deliver and maintain their 5 year housing land supply. As WBC cannot meet the full OAHN because of constraints primarily associated with highway capacity and flood risk, the borough should be making development as attractive as possible for developers.</p>	Consider not including master plans in the local plan policy, unless sites are delivering over 500 dwellings.	<p>The council view masterplans as consistent with the government's aim of ensuring that good design contributes positively to making places better for people (NPPF para. 56). The requirement for a masterplan is clearly set out in site specific allocations where relevant and should be capable of being taken into account in bringing sites forward for development. It is noted that allocations set out a range of Key Development Considerations to assist those with an interest in development. The Local Plan does not include any allocations (without an existing planning permission) of over 500 dwellings. The requirement for masterplans for sites of more than 50 dwellings is considered proportionate to the range of sites available in the borough.</p>
0659/P/14/C	Inskip with Sowerby Parish Council	SA1	N	<p>The Wyre Local Plan identifies a single site at Inskip (SA1/13 Inskip Extension) suitable for residential development and allocates a total of 255 dwellings at this location (of which outline planning permission has already been granted for 55). The Site Allocations Background Paper, September 2017 however details 8 sites at Inskip' of which 4 were 'short-listed'. It is noted that all four short-listed locations are all in the same ownership. There is no evidence that land holdings put forward by other landowners were given serious consideration, for example, one site was sieved out on the grounds that it is "in a detached or isolated location". The location is adjacent to two other sites that were short-listed and adjacent to one of the very few village amenities, the Derby Arms public house. Unsound: The Plan is not justified as the analysis of potential development sites at Inskip is open to challenge.</p>	All potential sites should be treated equitably.	<p>The 2017 SHLAA identifies a number of sites around Inskip that were considered in terms of their suitability for development. Not all were in the same ownership. The fact that the "final" SHLAA sites at Inskip are in the same ownership is a product of site specific circumstances, including constraints such as flood risk, not land ownership. To suggest otherwise is simply wrong. One site was indeed sieved out on the ground of being in a "detached or isolated location". This is indeed the case. The fact that the site lies across a highway from sites that remained as suitable sites and close to the village pub is not a justification for its inclusion – sites are considered on their own merits and in this case the site itself is clearly not attached to the existing settlement. As the pub in question is also detached from the settlement, proximity is not an argument for inclusion.</p>

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0960/P/04/C	Beecham Developments	SA1	N	<p>Beecham Developments objects to this policy as it omits land to the north of Goose Lane in Catterall as an allocation for residential development (site plan submitted). There is a pressing need to identify additional sites to address housing need, as set out under our representations to Policy SP1 and Policy HP1. The allocation of this additional land for housing would not materially affect the Council's development strategy. This is within a context in which Wyre has 80.66 hectares of land available for employment purpose. In the Catterall Settlement Profile (October 2016), Catterall is described as "residential settlement". In a context of little market interest in the subject site, there are already other employment allocations proposed in Catterall at; Site SA2/3 (3.42 ha), Site SA2/4 (1 ha) and Site SA7 (32.49 ha). The combination of these sites totals 36.91 ha, which is a significant amount for a settlement the size of Catterall. The removal of the 0.95ha of proposed employment land north of Goose Lane will therefore not materially affect this total.</p> <p>The site developable for housing and deliverable in terms of 5 year supply, meeting the tests of footnote 11 of the National Planning Policy Framework. The site represents a suitable location for residential development, adjacent to proposed housing and the future local centre which will provide new shops and facilities. The site is within Flood Zone 1 and is also designated as Grade 3 agricultural, while the majority of farmland in Wyre is of higher quality in Grade 2.</p> <p>The site can be adequately accessed from the link road between the A6 and Garstang Road. The new village centre will be within walking distance of the site, which the new services and facilities that this will bring and reduce the need for residents to make trips to Garstang by car.</p> <p>The Highway Authority has been approached and there would be no objection having regard to highways impact being lower than that which would arise from the extant permission.</p>	Allocate part of SA3/2 for residential development.	<p>The Housing background paper explains why the council is unable to meet its full OAHN. This is primarily related to the highway cap. The site is allocated for mixed use to support sustainable development. The site is to be delivered via a masterplan and the location of the housing and employment would be determined through the masterplanning exercise. Paragraph 9.1.5-9.1.6 sets out the councils approach to masterplanning where an existing permission is implemented. The Local Plan should be read as a whole and policy SP6 in relation to marketing would apply.</p> <p>The Local Plan is supported by a viability appraisal. The employment allocation contributes to the employment supply for the A6 sub-market and contributes to the boroughs employment land supply.</p> <p>In relation to highway constraints only, the highways authority have indicated that additional housing can be provided at SA3/2 in substitution for employment providing the impact from the additional dwellings is not greater than the employment. It would be for the applicant to demonstrate this. It is important to note that highway constraint is one element to be considered for the Local Plan strategy.</p> <p>Site SA3/2 is allocated for mixed use development (housing and employment). The provision of employment on the site as part of the mix supports sustainable communities, providing opportunities for employment. The Employment Land Study identifies three distinct employment sub-markets and the employment allocated at SA3/2 contributes to the A6 corridor sub market.</p> <p>In relation to other employment allocations in Catterall area, only SA2/4 is available for the open market (1ha). Site SA7 is identified as a development opportunity for employment and does not contribute to the employment land supply as the site contains numerous constraints. Site SA2/3 is considered to be employment expansion land and not available for the open market.</p> <p>The Highway evidence indicates that the provision of employment land could help to address commuting and highway constraints.</p>
0963/P/03/C	The Strategic Land Group (SLG)	SA1	N	<p>The Local Plan confirms that the OAHN for the borough is identified as, an annual figure of 479 dwellings or 9,580 dwellings over the plan period based on economic forecasts. SLG welcomes and supports the justification advanced by Wyre in its proposed OAHN for the WLP. In October 2017, the government announced a consultation on a standardised methodology for calculating housing need and that Wyre's housing need, based on the standardised methodology, would be 313 dwellings per annum. However, the consultation document makes clear that there should be very limited grounds for adopting an alternative method which results in a lower need than the proposed approach. Moreover, a more positive position is implied for those authorities wishing to deliver economic ambition and growth and require a higher level of housing need to support it. SLG is of the view that once economic growth and ambition is added to the standardised methodology (as currently devised) the OAHN would likely be within the same range limited advocated in the SHMA evidence (and subsequent addendums) and what is currently proposed in the Local Plan itself. The Local Plan confirms that the borough can only provide and deliver 8,224 dwellings as the borough is constrained by; highways capacity, Green Belt, flood risk, environmental constraints and the lack of deliverable land in the urban areas. To minimise the shortfall, the WLP has been informed by a detailed evidence base; Highways Evidence from Highways England and Lancashire County Council, Green Belt Review, SFRA Level 1 and 2, SHLAA and a Settlement Appraisal and Hierarchy. The body of evidence points towards the conclusion that Wyre has exhausted all possible alternatives in its attempt to accommodate its OAHN within the borough. However, SLG is concerned that the plan (through draft policy SA1) does not identify sufficient development opportunities to provide a buffer over and above the proposed requirement to ensure housing delivery. Recent DCLG analysis has indicated that 10-20% of planning permissions are not implemented, whilst a further 15-20% is subject to a revised planning application which delays delivery. The Local Plan does not account for any degree of slippage or allowance of a buffer should housing delivery start to falter on any it's identified allocated sites.</p>	While the borough's constraints are noted, it is SLG's view that the plan (through draft policy SA1) is not identifying sufficient housing land to provide a contingency and sufficient flexibility to ensure that a significant boost in housing is realised and a supply which is responsive to rapid change. The Council has only identified sufficient land to 'just about' meet the proposed minimum housing requirement. This should be rectified where possible.	See the council's response to the Objectively Assessed Housing Need and housing supply.
0995/P/15/C	Inskip Residents' Action Group	SA1	N	<p>Should be clearer process for site selection that takes into account technical, social, economic and environmental factors plus public engagement. Sustainability Appraisal is at high level and does not address the detail for site selection, both for identifying Inskip village and for the site.</p> <p>No detailed description and justification of the proposed new Inskip settlement boundary beyond the allocation site.</p> <p>Site selection detailed in site allocations background paper which identifies 8 sites, the 4 sites that are short listed seem to be primarily based on being in one land ownership. Little evidence in public domain to justify approach and why other landowner sites not considered thoroughly. The "sieved out" process is not clear or justified – what decisions made, by who and why? No proactive engagement with local community as required in para 155 NPPF.</p> <p>Not positively prepared – not based on Governments latest OAHN, does not consider infrastructure improvements in towns/larger villages to allocate housing in more sustainable locations.</p> <p>Not justified – based on unknown site selection criteria.</p> <p>Not effective – evidence supports limited housing demand in Inskip.</p> <p>Not consistent with national policy – in terms of considering different roles of rural and countryside areas, sustainability, infrastructure and development and lack of community engagement.</p>	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	The local plan Site Allocations background paper explains the site allocation process. It makes it clear that alternative options at Inskip were considered but rejected owing to a range of practical issues. A considerable amount of land around the village of Inskip is in a single ownership but this is not a fact that the council can take into account.
0068/P/03/C	Estate of Mr Richard Singleton Whitesite c/o Whiting & Mason Solicitors	SA1 NEW	N	<p>Promotes a site at Kiln Lane Hambleton for residential development. Residential site allocations should include SHLAA site HAM 17 Land at Kiln Lane (size 0.68ha / capacity circa 16 units - was included as a "final" SHLAA 2017 site in July 2017 prior to publication consultation on the draft Local Plan. NPPF para 28 supports a prosperous rural economy, sustainable growth of all businesses and retention of local services and community facilities. Refers to para 55 NPPF – further residential sites needed in Hambleton to support village facilities including junior school, shops and businesses. Owner is flexible in the type of residential development. Bungalows would be attractive to older population, allowing local residents to downsize. Currently unable as no suitable properties in/around village. This would free up family homes and sustain village. Other new residential development have been two storey family homes. Refers to NPPF para 32 – this site has street lights up and beyond site entrance; lightly trafficked road; footway to within 100 metres of the site from main village; ample highway frontage for visibility – no highway objections expected. Land is within the flood zone as is most of Over Wyre – new development still needed to sustain existing services. New residential development can be made acceptable with usual flood protection measures.</p>	Allocate land at Kiln Lane Hambleton for residential development.	The council's evidence makes it clear that highway capacity has a significant influence on the amount of housing development that can be accommodated and the distribution of housing development. It is noted that the representation does not challenge this evidence. The council has produced a background paper that explains the allocation process and rationale for the allocations made. This process is informed by the Strategic Housing Land Availability Assessment which is a catalogue of potential residential development sites not a list of allocations. It is noted that although it is stated that additional development in Hambleton is required to support local services, no supporting evidence is provided to substantiate this position. It is further noted that the Publication Draft Local Plan allocates 165 dwellings at the village of Hambleton. It is also noted that the 2017 SHLAA identifies one site of 19 dwellings with an outstanding planning permission and one site 51 dwellings under construction. Together with the allocated site, on which an application for 165 dwellings has been considered by the council who were minded to Approve the application subject to the signing of a legal agreement, the total committed supply in Hambleton from these three sites alone stands at 235 dwellings. This is not addressed by the representation. The proposition regarding bungalows has limited weight and is not substantiated.

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0172/P/03/C	Dawndew Salad Ltd	SA1 NEW	N	Promotes a site at Fouldrey Avenue, Poulton-le-Fylde for residential development. Despite the correspondence between 2012 and 2016 in response the 'Call for Sites' enquiries made by Wyre Council, including the acknowledgment in May 2016 by Wyre Council that the site (Land at Fouldrey Avenue, Poulton-le-Fylde) would be considered, the site was designated as a Countryside Area. The site has not been adequately considered for residential housing within SA1. Site Allocation SA1/6 is less sustainable. Details for the site's designation of a Countryside Area as opposed to land designated for housing allocation were not included within the Local Plan and therefore has not been justified. The proposed development (a detailed representation document also submitted included access, drainage, landscape, ecology and biodiversity and masterplanning details) would comply with the SP1 and HP1 to deliver 8,224 dwellings in Wyre between 2011 and 2031. Although within Section 9 Site Allocations, Paragraph 9.2.3 it is outlined that the Local Plan does not apply phasing requirements in order to achieve a maintainable 5 year housing land supply, the phasing of proposed development would accommodate a sustainable housing supply with less disruption to the area.	Within SA1 it is clear that within the considerations section, development can be brought forward, however we would recommend a specific policy to be integrated within HP1 and SA1 that outlines planning for proposed sites to be brought forward and switched to allow opportunity for certain developments with greater feasibility to meet the housing demand in a sustainable manner to be able to advance.	The process of allocating land within the local plan has been described in the Site Allocations background paper. The subject site lies to the north east of Poulton-le-Fylde town centre on the edge of the urban area. The majority of the site is formed by the Dawndew Salad facility. The remainder is open land. The Settlement Boundary background paper describes the key principles used to define settlement boundaries. The whole of the subject site is in the defined countryside in the 1999 Local Plan. The Publication Draft amends this designation by bringing the facility within the boundary of the settlement. It is "white" land in the Publication Draft Local Plan (i.e. unallocated). The site area defined by the Dawndew Salad facility was considered in the 2017 Strategic Housing Land Assessment (ref. PFY_05). The facility lies in flood zone 3. The council's Strategic Flood Risk Assessment places the facility in the highest category of flood risk. Consequently the area of the facility was excluded from the list of "suitable" SHLAA sites and hence not considered as an appropriate location for allocation. As explained in the Site Allocations background paper, (page 90) the highway evidence suggests that development should be focused north of the Poulton town centre and south of Garstang Road East/West. The allocation of land within Poulton reflects the highway evidence, including the overall cap on development, and committed development. The representation fails to address the highway evidence. With regards to the adjoining open land (referenced as PFY_05_01), this lies in flood zone 3 and, as explained in the Site Allocations Background Paper page 91, is not sequentially preferable.
0253/P/01/C	Peter Walmsley	SA1 NEW	N	Promotes a site at Grizedale Lea Farm, Hambleton for residential development. Used to be within the Hambleton village settlement boundary which has since been altered. Put site forward in 2010 (mixture of Greenfield and brownfield) for affordable housing / residential home facilities etc., which has good access to B class road frontage onto Bull Park Lane and doesn't flood. However, these plans call for development on more greenbelt land which should be avoided and is causing greater issues in Hambleton with regards to traffic.	Allocate land at Grizedale Lea Farm, Hambleton for residential development.	All sites submitted through the call for sites exercise have been considered by the council. Grizedale Lea Farm is considered within the SHLAA (site reference HAM_12) and sieved out as it is in a detached or isolated location. The site is also located in Flood Zone 3. The LCC Highways evidence (February 2017) sets a highway capacity limit for Over Wyre. The council has allocated sites in the Over Wyre catchment up to the highway capacity limit. There is no Green Belt located in Over Wyre. It is assumed this reference is to "greenfield" land.
0255/P/01/GC	IJ Clarkson	SA1 NEW	n/a	Promotes a site for residential development at Wardleys Lane, Hambleton. Has received approval for a turning round area (for bin lorries) and storage for the yacht club. May be brownfield land as a consequence.	Allocate land at Wardleys Lane, Hambleton for residential development.	The council has allocated sufficient land to deliver sustainably located housing along the A588 corridor consistent with the evidence provided by Lancashire County Council Highways Department. Unfortunately it is the council's view that the subject site (previously put forward by the respondent through the 2014 call for sites exercise), does not convey sufficient benefits to justify allocation. It is noted that the site was considered through the 2017 SHLAA as site reference HAM_20 which concluded that it is located in a detached or isolated position and not a suitable site within the terms of the assessment methodology.
0306/P/01/C	David Cowburn	SA1 NEW	N	Promotes a site at School Lane, Winmarleigh for residential development. Further changes are required to the emerging Local Plan (eLP) in order for it to be found sound and seek to achieve sustainable development in compliance with the NPPF. In particular, the eLP fails to address the findings made in the evidence base regarding rural affordability, rural jobs, housing for the elderly and the NPPF's core principle of supporting a prosperous rural economy. Land at School Lane, Winmarleigh should be allocated for housing. The site is a sequentially preferable option to the currently allocated sites SA1/16 and SA1/17. The site is available, deliverable and developable. There is therefore the opportunity for WC to remove site SA1/17 altogether and provide much needed housing in Winmarleigh. The site can offer c. 30 dwellings, with the potential for start-up workspace for small businesses. Within the housing mix, the site could offer a mixture of typologies to cater for local needs, including bungalows for the elderly and an affordable provision. The eLP should be amended to redistribute the proposed housing within the A6 Severe Restriction Zone and ensure the sustainability of its rural communities. The current development strategy fails to ensure the vitality of Wyre's small rural settlements, particularly Winmarleigh. Winmarleigh benefits from a number of local facilities that make the settlement well placed to accommodate future growth.	Allocate land at School Lane, Winmarleigh for housing.	The process of allocating land within the local plan has been described in the Site Allocations background paper. The subject site lies at the northern end of the Severe Restriction Zone identified within the highway evidence produced by Lancashire County Council. This evidence places a limit on housing development within the Zone. The Local Plan has allocated land up to the highway cap. The subject site lies in Winmarleigh, a settlement with limited facilities that ranks 24th out of 26 final ranking places in the Settlement Study. Allocation SA1/16 and SA1/17 lie on the edge of Garstang which ranks 4th in the Settlement Study and is designated a Key Service Centre in the Local Plan settlement hierarchy. Sites SA1/16 and SA1/17 are sustainably located and within the Severe Restriction Zone are sequentially preferable as described in the Site Allocations background paper.
0526/P/03/C	Wyresdale Park Estates	SA1 NEW	N	Promotes a site for residential development in Scorton. New residential development is required in Scorton in order to support local services and facilities. Refers to NPPF para's 28 and 55 which supports a prosperous rural economy, sustainable growth of all businesses, the retention of local services and community facilities and sustainable development in rural areas. The NPPF states that new development should only be prevented or refused on transport grounds where cumulative impacts are severe. The site can be appropriately accessed from the highway. The developer would provide funding towards bus provision. The site is considered "suitable" for residential development in the SHLAA. New residential development would provide the opportunity for bungalow/affordable properties. The Plan is not positive as it does not address rural housing needs in Scorton and risks services/facilities closing down.	Allocate site SCO_02 (SHLAA reference number) for residential development.	The treatment of the settlement of Scorton has been informed by evidence that the local, highway infrastructure is inappropriate for the scale of development suggested. This is not inconsistent with the SHLAA which makes it clear that its outcomes do not take into account the highway evidence. No evidence has been provided that substantiates the argument that additional development is required to support existing services and facilities,
0526/P/04/C	Wyresdale Park Estates	SA1 NEW	N	Promotes a site for residential development in Scorton. New residential development is required in Scorton in order to support local services and facilities. Refers to NPPF para's 28 and 55 which supports a prosperous rural economy, sustainable growth of all businesses, the retention of local services and community facilities and sustainable development in rural areas. The NPPF states that new development should only be prevented or refused on transport grounds where cumulative impacts are severe. The site can be appropriately accessed from the highway. The developer would provide funding towards bus provision. The site is considered "suitable" for residential development in the SHLAA. New residential development would provide the opportunity for bungalow/affordable properties. The Plan is not positive as it does not address rural housing needs in Scorton and risks services/facilities closing down.	Allocate site SCO_03 (SHLAA reference number) for residential development.	The treatment of the settlement of Scorton has been informed by evidence that the local, highway infrastructure is inappropriate for the scale of development suggested. This is not inconsistent with the SHLAA which makes it clear that its outcomes do not take into account the highway evidence. No evidence has been provided that substantiates the argument that additional development is required to support existing services and facilities,
0641/P/03/C	Keith Holden	SA1 NEW	N	Promotes a site for residential development in Pilling. Not positive - Does not address rural housing in Pilling. The village needs new housing to support services and facilities. and maintain the vitality of a rural community. No new housing is not a sustainable option for Pilling. Not compliant with the NPPF - residential development in Pilling - a rural village - is required to maintain local services and facilities, a number of which have closed in recent years. Schools are risk due to falling numbers. This is consistent with the NPPF para 28 which refers to supporting a prosperous rural economy and para 55 which refers to sustainable development in rural areas. New residential development will support existing businesses and create new businesses and shops. Recognise flood risk issues, but very limited flooding incidences and additions/improvements to defences. Development can be made acceptable with appropriate measures. Suggested site for residential development is acceptable in highway terms (see para. 32 of the NPPF). Development incorporating bungalows would allow downsizing from existing properties freeing up family homes.	Allocate for residential development SHLAA site PIL 32, Land at Laharna, Lancaster Road, Pilling.	The National Planning Policy Framework clearly requires local authorities to direct development to areas of lowest flood risk. The subject site lies wholly within Flood Zone 3. Highway capacity within the over Wyre area is limited to 250 dwellings - the council has allocated sequentially preferable sites up to this limit in areas of lesser flood risk. The Plan allocates a single brownfield site in Pilling which has a residential planning permission for 40 dwellings (SA1/10) (this site lies outside of the highway cap as it is a current commitment). A further site with a technical start is believed to have commenced the development of 33 dwellings. A scheme of 25 affordable dwellings has recently been completed. It is therefore not correct to state that no new housing will be developed in Pilling.

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0794a/P/02/C	Wainhomes (North West) Ltd	SA1 NEW	N	Promotes a site in Stalmine for residential development. Shortfall of 1,351 dwellings against the OAHN. No five year housing land supply. No robust justification to spread the shortfall across the entire plan period ('Liverpool' approach), contrary to clear guidance in NPPF / NPPG. There has been a persistent under delivery of housing and thus a 20% buffer should be applied under the terms NPPF paragraph 47. The Council suggest in their Housing Topic Paper that, a 5% buffer is applicable but the Council has used the former RSS figure (206 dpa), which is not based on an NPPF compliant methodology for calculating the OAHN. Looking back 10 years and applying 206 dpa, the annual requirement has only been met twice. Given the critical housing shortfall in the Borough based on the identified OAHN and the clear persistent under delivery of housing, a 20% buffer is appropriate. It is not accepted that the Borough is unable to deliver any more housing than currently provided for due to development constraints in the Borough. Wainhomes currently has permission (17/00026) for 77 dwellings south of Stalmine so the Council clearly accept that Stalmine is an appropriate settlement to accommodate some of the Borough's housing growth and the Plan proposes a further 85 dwellings via allocation SA1/9 which includes the permission. The adjoining field to the west is considered by Wainhomes to be capable of delivering 65 dwellings. The site is not subject to flood risk or Green Belt constraints, nor is the land subject to any of the restrictive policies identified in NPPF para 14, footnote 9. Highway evidence submitted (see attachment) by WYG Transport, on behalf of Wainhomes, highlights how the site would be accessible by sustainable travel modes. The Council also concluded that the site is close to a main route and associated bus routes and is within reasonable distance of services and facilities. It was concluded that the site was sustainable. SHLAA confirms the site is suitable, available and deliverable (STA_20). It would appear that the Council do not dispute that this would be an appropriate housing allocation in principle and their reasons for not allocating the site are due to highway capacity issues. The Highways representation (see attachment) concludes there will not be any noticeable traffic impacts on key junctions. There would be no significant residual cumulative transport impacts on the local and wider highway network, let alone the impacts being 'severe' with reference to para. 32 of the NPPF. The site could commence within the next 12-18 months and will be completed where access to the subject site could be facilitated. As such the subject site could contribute towards addressing the five year housing supply deficit.	Allocate land at Stalmine for residential development.	The Site Allocation background paper explains the rationale for site allocations. At page 78 it recognises that the subject site can be accessed from an adjacent permitted development, itself included in allocation SA1/9. SA1/9 includes additional land outside of, and to the south of, the permitted scheme. The background paper reasonably concludes that the "additional" land is capable of independent development, bringing choice to the market. The representation does not provide any significant rationale for changing this position. Please see the council response to the Objectively Assessed Housing Need and housing supply regarding these matters. Please also see the response of Lancashire County Council to highway matters.
0794b/P/12/C	Wainhomes (North West) Ltd	SA1 NEW	N	Promotes a site at Hardhorn Road, Poulton-le-Fylde for residential development. Consider that additional allocations will be required in order to meet the full OAN. Therefore, Land off Hardhorn Road, Poulton-le-Fylde should be considered through the plan process for allocation. <ul style="list-style-type: none"> The site is 'deliverable' and is capable of delivering approximately 30 dwellings within the short-term and early part of the plan-period. It has been demonstrated through planning application 16/00981/FULMAJ that all site-specific planning matters relating to this site have been adequately addressed aside from matters relating to highways capacity. <ul style="list-style-type: none"> The release of this site for housing would involve land identified as being at lowest risk of flooding and there would be no need for alterations to the Green Belt boundaries. The site has been identified as a potential housing site through the Wyre Local Plan Issues and Options (2015), the Wyre SHLAA (2017) and the LCC 'Implications for Housing Developments within the Proposed Local Plan' report (2017). The position adopted through the Draft Local Plan to retain our client's site within the open countryside has not been adequately evidenced and justified by the Council. There is no evidence to support the LCC's position that the release of our client's site for housing would unacceptably impact upon the local road network. 	Allocate land at Hardhorn Road, Poulton-le-Fylde for residential development.	The Site Allocation background paper explains the rationale for site allocations. It explains that allocations at Poulton have been directly by highway evidence that supports allocations north of Poulton town centre and in the vicinity of Garstang Road West/East. The subject site lies to the south of Poulton and is hence considered to be sequentially less preferable than land to the north of the town centre. The highway evidence places a highways cap on residential development. The council has allocated up to the cap for Poulton-le-Fylde.
0794b/P/13/C	Wainhomes (North West) Ltd	SA1 NEW	N	Promotes a site at Normoss Road, Poulton-le-Fylde for residential development. Consider that additional allocations will be required in order to meet the full OAN. Therefore, Land North of Normoss Road, Poulton-le-Fylde should be considered through the plan process for allocation. <ul style="list-style-type: none"> The site is 'deliverable' subject to release from the Green Belt and is capable of delivering approximately 150 dwellings within the short-term and early part of the plan-period. Although within the designated Green Belt, the site is heavily influenced by existing urban features and built development and planning permission has recently been granted for the erection of 21 dwellings to the southern boundary of the site. <ul style="list-style-type: none"> The site-specific assessment undertaken by Tyler Grange on behalf of our client represents a more rigorous, up-to-date and site-specific review of the Green Belt than that undertaken by Urban Vision. It demonstrates that the release of this area of land for housing would comprise a logical small-scale urban extension that would relate well to the existing built-up area of Poulton-le-Fylde. The release of our client's site from the Green Belt for new housing development as part of the emerging local plan is considered to be fully justified with due regard for paragraphs 82 to 85 of the NPPF. There are no known constraints that would undermine the delivery of this site for housing e.g. highways capacity, access, ecology, trees and the risk of flooding. 	Allocate land at Normoss Road, Poulton-le-Fylde for residential development.	The Green Belt has been reviewed as part of the Local Plan evidence base. The review considers the land referred to as a functional part of a larger area (parcel 24) of Green Belt separating Poulton-le-Fylde and Blackpool. There are no exceptional circumstances that justify over-riding Green Belt policy.
0794b/P/14/C	Wainhomes (North West) Ltd	SA1 NEW	N	Promotes a site at Carr End Lane, Stalmine for residential development (also submitted on behalf of Wainhomes under 0794a/P/02/C but by a different agent). Consider that additional allocations will be required in order to meet the full OAN. Therefore, Land off Carr End Lane, Stalmine should be considered through the plan process for allocation. <ul style="list-style-type: none"> The site is 'deliverable' and is capable of delivering approximately 65 dwellings within the short-term and early part of the plan-period. There are no known constraints that would prevent the delivery of this site and its development would represent a natural and logical continuation of the approved scheme at Phase 1, which will also soon be commenced by our client. The only reason why this site has not been identified for housing through the emerging local plan (i.e. access being reliant upon Carr End Lane) has been resolved through the grant of planning permission for Phase 1. There is no reason why our client's site has not been incorporated into Draft Site Allocation SA1/9. The site has been identified as a potential housing site through the Wyre Local Plan Issues and Options (2015), the Wyre SHLAA (2017) and the LCC 'Implications for Housing Developments within the Proposed Local Plan' report (2017). 	Allocate land at Carr End Lane, Stalmine, Poulton-le-Fylde for residential development.	The Site Allocation background paper explains the rationale for site allocations. At page 78 it recognises that the subject site can be accessed from an adjacent permitted development, itself included in allocation SA1/9. SA1/9 includes additional land outside of, and to the south of, the permitted scheme. The background paper reasonably concludes that the "additional" land is capable of independent development, bringing choice to the market. The representation does not provide any significant rationale for changing this position. Please see the council response to the Objectively Assessed Housing Need and housing supply regarding these matters. Please also see the response of Lancashire County Council to highway matters.
0808/P/24/GC	Story Homes	SA1 NEW	n/a	Promotes a site for residential development at Oldfield Carr Lane, Poulton-le-Fylde. The Site is currently not identified through the local plan for development and is within the open countryside. However it is considered that for reasons of soundness, to secure an effective Local Plan, and one which is consistent with National Planning Policy, the Site should be allocated for 350 dwellings within the Local Plan. This would assist the Council in meeting its identified objectively assessed housing needs in full, and provide for a greater proportion of development at Poulton-le-Fylde, a settlement in need of and with the opportunity for further development within the plan period. The Site is considered deliverable within the plan period, and subject to minimal constraints. Do not consider the highway constraints are of sufficient magnitude to warrant a cap on development.	Allocate land at Oldfield Carr Lane for residential development.	The council has allocated land for housing in line with its evidence base which includes a cap on highway capacity which translates as a cap on new allocations. Lancashire County Council has produced a response to comments made on the highway evidence. As such, the site in question is not considered suitable for consideration as a residential allocation.
0889/P/03/C	Timothy Haworth	SA1 NEW	N	Promotes a 3 acre site west of Links Gate in the Green Belt - would provide an infilling opportunity.	Remove site from the Green Belt.	The council has reviewed the Green Belt - the review is part of the Local Plan evidence base. The council is of the view that it has correctly identified the extent of the Green Belt for the Plan period. Further, the site in question is below the site allocation threshold set by the Plan.

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0922/P/03/C	Baxter Homes	SA1 NEW	Y	Promotes a site at Alt Nurseries Thornton Cleveleys for residential development. Plan is sound but considers that the Plan should make a new residential allocation at Alt Nurseries, Fleetwood Road, South, Thornton Cleveleys. The site lies within the Green Belt but it is judged that there are countervailing benefits (including meeting the Objectively Assessed Need, meeting five-year supply requirements, meeting affordable housing need and improved amenity for residents) which, cumulatively, represent very special circumstances which suggest that an application for 100% affordable housing would be approved and which would provide benefits that would outweigh definitional harm with respect to Green Belt policy and its very limited actual harm. (Report on Green Belt and other matters attached to representation.)	Allocate land at Alt Nurseries, Fleetwood Road, South, Thornton Cleveleys	The subject site lies within the Green Belt which has been designated in line with the evidence base. The suggestion that the subject site could be developed for affordable housing and the current condition of the site do not in themselves justify its removal from the Green Belt or designation as a housing scheme within the Green Belt. Countervailing arguments in relation to the objectively assessed housing need have to be seen in the context of the cap on development imposed by the highway evidence. See also the council's response to objectively assessed housing need and housing supply in relation to comments on these matters.
0929/P/06/C	Daniel Fowler	SA1 NEW	N	Promotes a site at Castle Lane, Garstang as a sustainable location close to the core of Garstang. Deliverable now and with no overriding impediments to development. Site was considered as a reasonable option by the Council (Site Allocations Background Paper, Appendix 5b) and was a "final" SHLAA site (GST_56).	Allocate land at Castle Lane, Garstang for residential development (SHLAA reference GST_56).	As described in the evidence base and background papers, the site allocations along the A6 are constrained by a highway cap. Lancashire County Council has produced a response to comments made on the highway evidence. The plan does allocate three additional sites to fit within the cap, however the subject site conveys no locational or other advantages over and above those sites already allocated, As such no further allocations are planned along the A6. Please also see the Lancashire County Council response to representations regarding highway matters and the council Objectively Assessed Housing Need/housing supply.
0930/P/07/C	Redrow Homes Ltd	SA1 NEW	N	Promotes land at Stanah Road, Thornton as a sustainable housing allocation as an alternative to SA1/8 - a Green Belt site. Green Belt should only be changed in exceptional circumstances. The Transport Assessment - Appendix B (submitted with representation) considers the transport and highways implications that will arise as a consequence of new housing development at the site. It concludes that an adequate and safe access can be achieved onto Stanah Road. There is a good level of accessibility to the wide range of services, facilities and employment opportunities found in the Thornton urban area. The assessment shows that the allocation of the site for housing would be acceptable from a traffic and transport perspective. The important features on the site from a landscape perspective are individual trees, groups of trees, hedgerows and field ponds can be incorporated into any future development (illustrative plan submitted with representation). The Ecological Survey and Assessment - Appendix C (submitted with representation) shows the ecological, biodiversity and nature conservation status of the site and concludes there are no ecological considerations that will impede housing development. Moreover, there is the opportunity to secure ecological enhancement through an environmentally sensitive approach to housing, resulting in a net biodiversity gain. The Flood Risk and Drainage Management Strategy - Appendix A (submitted with representation) is a comprehensive review of all sources of flood risk to the proposed development and concludes the development can be considered appropriate from a flood risk and drainage perspective. It will be consistent with the relevant advice given in the NPPF.	Allocate land at Stanah for residential development.	As set out in the Site Allocations background paper and Housing background paper, allocations have been directly influenced by a cap on residential development resulting from constraints on the highway network across the borough. Lancashire County Council has produced a response to comments made on the highway evidence. The subject site was considered for allocation by the council as part of a larger area of land in both the SHLAA (where it was identified as suitable and available see reference THN_31) and the Site Allocations background paper, the latter noting that the land is closer to the Wyre Estuary than the allocated sites and raising a matter of site access. The representation has not clearly provided any clear rationale for treating the subject site as sequentially preferable to the proposed allocations in Thornton. For highway matters, see the Lancashire County Council response to highway matters.
0956/P/05/C	J Townley Ltd	SA1 NEW	N	Promotes a site - Land South of Harrison Cottage - at Bilsborrow for residential development. The minimum threshold of 25 dwellings is unacceptable for housing designations. Smaller sites could have a meaningful impact on the housing supply and certainly allow for a greater than 86% provision (towards the OAN). Policy SA1 could be expanded to include other potential emerging sites, as the 25 dwellings is too high. PWA Planning would like to make specific reference to 'Land South of Harrison Cottage' (included as a final site in the 2017 SHLAA). This is a site, which largely sits within the formal settlement boundary, well located in relation to the highway network, served by a regular and frequent bus service, walking distance of a range of services and facilities, adjacent to the existing built development, developed without harm to neighbouring land uses and can provide safe access (see application 17/00617/OUT). The site was discarded as a reasonable alternative option due to the capacity limitations associated with the A6 corridor. However, as noted, the evidence base requires further work in order to provide an up to date set of conclusions regarding highway capacity. A sub 25 dwelling scheme would have less significant impacts on the highway network.	It is requested that further sites particularly below the 25-dwelling threshold should be included within Policy SA1 in order to ensure the Local Plan can be found sound in helping to boost the supply of housing and achieve a greater contribution to the OAN than currently to be provided for by the allocations.	Matters relating to the OAN are addressed by the council response to the Objectively Assessed Housing Need and housing supply. Matters relating to the highway evidence are addressed in the Lancashire County Council response to highway matters. The evidence shows that there is not the capacity to support additional development along the A6 over and above that allocated irrespective of the allocation threshold.
0964/P/04/C	J and M Stuart and Son	SA1 NEW	N	Promotes a site at Bilsborrow lane, Bilsborrow for residential development. The policy fails to allocate sufficient land to meet the full OAHN, which is essential in delivering the economic and social elements of sustainability. The identified housing requirement should, at the very least, reflect the identified OAHN, which the Council state is 9,580 dwellings over the Plan period. The Council's Housing Topic Paper has a demonstrable five year housing land supply, as specifically required by NPPF paragraph 47, by spreading the shortfall over the remaining plan period. The plan should meet the full OAHN within the first 5 years of the plan period. The Council's 2017 Housing Land Monitoring Report confirms that if this is the case the Council do not have a deliverable five year supply. Bilsborrow is ranked in the Council's emerging Settlement Hierarchy as a Main Rural Settlement and it is evident that the Council consider Bilsborrow to benefit from a wide range of services and facilities (Council's Settlement Study(August 2016)). It is evident that the overarching reason for the Council opting not to allocate housing sites within Bilsborrow is due to alleged highway constraints. Should it be considered that there is additional highway capacity along the A6 corridor serving Bilsborrow, It is considered that land to the north of Bilsborrow Lane (plan attached) is deliverable and has the potential to bring forward an appropriately scaled allocation. No physical constraints have been identified which would prohibit the site coming forward for development. The site was considered by the Council as part of a wider 24.5ha land parcel in the SHLAA (September 2017), ref. BIL_07 and was sieved out due to access constraints. With regard to site access, the subject site includes two residential properties which face Bilsborrow Lane. Opportunities for access can be created through the demolition of one or both of these properties. The location of the site is clearly sustainable as demonstrated by the proximity of important local facilities and employment opportunities as well as regular and accessible public transport services. The site is located in Flood Zone 1 and as such there is a low possibility of risk from flooding. The large majority of the site is owned by a single landowner with options to secure additional land for access purposes, if deemed more suitable by the Highway Authority. Additional housing allocations are required, both to meet the full OAHN and to ensure a deliverable five year housing supply as the policy is not consistent with the NPPF 151 and 14 requirements.	Additional sites should be allocated for housing in policy SA1, such as the land referred to in this representation (land to the north of Bilsborrow Lane).	For matters relating to the OAHN please see the council response to the Objectively Assessed Housing Needs and housing supply. With regards to highway constraints, the council has taken on board evidence produced by Lancashire County Council which imposes a cap on residential development. Bilsborrow lies in the Severe Restriction Zone. As explained in the site allocations background paper, sites have been allocated at Garstang as a sequentially preferable location within the A6 corridor.
0968/P/14/GC	Cabus Consortium	SA1 NEW	n/a	Proposes a site for residential development (with 3G sports pitch) currently the subject of an appeal against the refusal of the council to grant planning permission (application ref: 16/00230/0ULMAJ) FRO UP TO 183 DWELLINGS (PINS ref: APP/U2370/W/17/3181474) (known as Land East of Lancaster New Road). The site is in a suitable and sustainable location at which to assist the Council in meeting its housing needs which the Council considers cannot be met in full due to borough wide constraints. The Site can be delivered without causing significant harm to in relation to highways capacity or flood risk, the key constraints within the Borough. It's allocation is supported by the council's 2017 Strategic Housing Land Availability Assessment, the majority of the land being assessed as "suitable" and "available" for development.	Allocate land East of Preston Road, Cabus	The council has had regard to highway evidence and the sustainable location of alternative sites is determining its housing allocations as set out in the Allocations Background Paper. The area suggested has been identified as an Area of Separation in the Publication Draft Local Plan. The designation of a site as "suitable and "available" in the SHLAA is not in itself a justification for allocation.

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1025/P/01/GC	Trustees of JB Clarkson	SA1 NEW	n/a	Promotes a site for residential development at School Lane, Pilling. Previously submitted details regarding land on School Lane, Pilling - site IO_54 in the Issues and Options document ((refers to letter regarding the 2012 Call for Sites submission) and wish to continue to present the site as a suitable site for development. More suitable than the proposed allocation SA1/10 which was only chosen as it has planning permission. No indication in the Local Plan as to the strategic decisions that underpin the amount of new housing in each settlement, Pilling can accommodate more at an appropriate scale. Tight settlement boundary provides no scope for (infill) development which could impact on the future prosperity of the village.	Allocate land at School Lane, Pilling (SHLAA ref. PIL_10).	The National Planning Policy Framework clearly requires local authorities to direct development to areas of lowest flood risk. The subject site lies wholly within Flood Zone 3. Highway capacity within the over Wyre area is limited to 250 dwellings - the council has allocated sequentially preferable sites up to this limit in areas of lesser flood risk. The Plan allocates a single brownfield site in Pilling which has a residential planning permission for 40 dwellings (SA1/10) (this site lies outside of the highway cap as it is a current commitment). The allocation of SA1/10 is consistent with the promotion of development on previously developed land. A further site with a technical start is believed to have commenced the development of 33 dwellings. A scheme of 25 affordable dwellings has recently been completed. There is no evidence that development over and above that committed and allocated is necessary to sustain the settlement of Pilling and should be given greater weight that matters relating to flood risk and highway capacity when considering new allocations.
1026/P/01/GC	Ireland and Platt	SA1 NEW	n/a	Promotes a site in the Green Belt for residential development. Refers to Paragraph 4.1.9 and Paragraph 7.2.1 of the Local Plan regarding Green Belt. The site has the potential to be released from the Green Belt as it's well located to the existing settlement, with good access. The site would not impact on the wider function of the Green Belt, but would provide a development site at a time when the Local Plan has identified significant constraints in terms of flood risk and highway capacity. In terms of highway capacity, we note that the Local Plan seeks to restrict housing numbers and not meet the OAN. The correct time to consider future development, particularly in terms of infrastructure, is through the Local Plan process. There must surely be potential answers to the question of highway capacity in the Borough, and if this requires future significant funding streams. The Local Plan needs to consider how development can assist in funding through the planning process	Allocate land for residential development.	The council has conducted a Green Belt Study that concludes that the majority of the borough's Green Belt fulfils the function of being so designated. The subject site falls within Green Belt parcel 16 which, the study concludes, forms a significant gap between Poulton-le-Fylde and Thornton. The loss of Green Belt in this instance is not outweighed by the requirement to meet the objectively assessed housing need, particularly as the highway evidence indicates that even with the implementation of the Poulton Mitigation Strategy, it is appropriate that there is a cap on new housing development.
0051/P/12a/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA1/1	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0064/P/07a/C	Peter Tarrant	SA1/1	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. There are allocations -SA1/1, SA1/4, SA1/10, SA3/1, SA4 and SA5 - for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk, balancing this against development requirements and taking into account the Wyre Strategic Flood Risk Assessment (Level 2). This includes the Level 2 SFRA: Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0395/P/29/C	CPRE Lancashire	SA1/1	Y	No specific issues.	None	Noted
0676/P/05/GC	Environment Agency	SA1/1	n/a	We have further considered the wording relating to flood risk for your proposed site allocations. Following internal discussions in relation to the latest guidance and evidence, we consider that for those sites (SA1/1, SA1/10, SA3/1, SA4, SA5) allocated in FZ2 or 3, where it is stated that "finished floor levels must be above the undefended flood level plus an allowance for climate change", we suggest that "undefended flood level" is replaced with "design flood level". The LPA should be satisfied that climate change has been appropriately accounted for in accordance with Paragraph 102 of the NPPF. Climate change is covered in the Jacobs Level 2 Strategic Flood Risk Assessment and has been mapped spatially, but an allowance has not been included in relation to sites such as SA1/1. The LPA states that climate change scenarios would be covered in more detail as part of specific FRA work for each site when an application is submitted. Our opinion is that for those sites which are to be allocated in Flood Zone 3, the climate change scenario flood depths should be considered and included where available for clarity (see documents). The Council must demonstrate that any site allocated for development in a Flood Zone satisfies the requirements of the Sequential Test and, where necessary, the Exception test.	Suggest that "undefended flood level" is replaced with "design flood level".	Agree that in the interest of clarity replace 'undefended flood level' with 'design flood level' Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 make reference to climate change. It would not be appropriate to include a specific allowance which may be subject to review into the future. The Sequential Test Paper prepared as part of the SFRA evidence demonstrates that the requirements of the sequential and exceptions tests in relation to allocations has been satisfied. Minor Modification: Minor amendment to Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 to replace 'undefended flood level' with 'design flood level' .
0838/P/03/C	June Brand	SA1/1	N	The council has not consulted the owners of houses which it will effect.	No comments made.	The council has produced a Statement of Consultation that explains the consultation process. The consultation process for a local plan is community-wide and differs from that associated with a planning application whereby the owners of neighbouring properties are directly consulted.
0847/P/01/GC	Lancashire County Council	SA1/1	n/a	Lancashire County Council Estates Service wishes to place on record its support for Policy SA1 specifically with regard to (Site SA1/1) and the proposed designation of its land to the west of Broadway, Fleetwood for residential development.	None	Noted
0051/P/12b/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA1/2	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.

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0127/P/03/GC	Ashley Cutts	SA1/2	n/a	The site of the proposed development of 437 houses is currently agricultural land. This will put extreme pressure on the highways network. As such, the planning application was originally rejected by LCC and Highways England who commented that the network was running at or beyond capacity. Until adequate infrastructure improvements are made development should not go ahead. The considerations refer to a new road from Skippool Road to Raikes Road, but no provision is made for this in the infrastructure proposals. The pinch point where Skippool Road meets the A585 will not be helped by such a road. Planning has already been granted on appeal for part of this site and another has been submitted. However, there is no mention of road or infrastructure improvements. The site falls partially in FZ3 and while it is recommended that no housing be located in this area, surface run-off will exacerbate flooding problems.	Objects to SA1/2.	Regarding the highway network, any new road will be developer funded. However for clarity this will be referred to in the Infrastructure Delivery Plan. It is not the intention that the new road resolves the "pinch point" in itself - it is intended to allow access to the allocated site avoiding said "pinch point". As the SA1/2 acknowledges that off site highway works may also be required. Regarding surface water flood risk, allocations have been informed by a Strategic Flood Risk Assessment (Level 1 and Level 2) and developments will be subject to policy CDMP2 - Flood Risk and Surface Water Management.
0138/P/03/C	Katherine Threlkeld	SA1/2	N	Most of Thornton according to figure 2.7 is flood zone 3, whereas site SA1/2 (point 8) states MOST of this site is flood zone 1 - conflicts exist.	None.	There is no conflict as most of the site is indeed in Flood Zone 1. Allocations have been informed by a Strategic Flood Risk Assessment (Level 1 and Level 2) and developments will be subject to policy CDMP2 - Flood Risk and Surface Water Management.
0395/P/30/C	CPRE Lancashire	SA1/2	N	CPRE Lancashire objects to a figure beyond 165 dwellings. The initial application of 165 homes was approved only at appeal although the Planning Inspectorate acknowledged that the site was 'far from ideal'. Notwithstanding this, the lack of demonstration of a five year housing supply and the early stage of the Local Plan gave them no choice but to overturn the initial refusal. Surprised that WBC has not sought to protect the land from further housing, and instead is proposing a total of 437 dwellings for the site and extended area. Road issues are not resolved and cannot realistically be mitigated. Moreover, it results in the significant loss of agricultural land in Thornton. Given these comments no development should take place upon its proposed extension.	None	The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network. The evidence considers that the highway can support an additional 835 dwellings from February 2017 over and above that committed. Discussions with the highways authority state that highways access to the site can be delivered through the primary site access being provided by a new road from Skippool Road to Raikes Road. This is specified as a key development consideration in policy SA1/2. The policy also refers to other off site highways works may be required. Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47).
0794b/P/08/C	Wainhomes (North West) Ltd	SA1/2	N	Our client has planning permission (LPA ref: 17/00050/REMAJ) for up to 165 dwellings on land off Lambs Road (LPA ref: 14/00553/OULMAJ). See the approved site layout plan at EP1. This effectively comprises Phase 1 of SA1/2. An outline planning application for 66 dwellings to the north of Phase 1 is pending consideration (LPA ref: 17/00951/OUTMAJ). See the submitted site layout plan at EP2. This effectively comprises Phase 2 of SA1/2. The remainder of SA1/2 falls within the control of our client and it is deliverable within the early part of the plan-period. Our client welcomes Draft Site Allocation SA1/2. In terms of the policy wording, there is no evidence to support the requirement for a new primary access via a new road from Skippool Road. This relates to our wider fundamental point made elsewhere within this Statement that Lancashire County Council have not provided any evidence to support their position regarding highways constraints. WYG have provided a highways note (see EP3 submitted with representation) that concludes: <ul style="list-style-type: none"> A safe and suitable access can be achieved for the allocation site by all modes of transport from Lambs Road or via a new link road passing through Green Belt land. The allocation site would be very accessible by sustainable travel modes. Any adverse traffic impacts of development on the wider site can be suitably mitigated, where necessary. It is our considered view that the LCC and Highways England modelling work is not robust enough to enable Wyre Council to make an informed decision on the likely future capacity of the local highway network. With regard to education, there is capacity for the primary school to expand on land in control of WBC located adjacent to Stannah Primary School which is a more sustainable solution.	We suggest that policy wording should be amended to allow for access to be via improvements to the existing highways infrastructure where demonstrated through a planning application that this results in safe and suitable access arrangements. We would suggest that policy wording at point (2) and point (6) should be revised as follows: 2. Primary access via improvements to the existing highways infrastructure or a new road from Skippool Road to Raikes Road. 6. The development should make appropriate contributions towards education provision via financial contributions for improvements to existing schools or land to be made available for a new primary school as part of the financial contributions. In order to provide the flexibility for the most sustainable solution to be made at the planning application stage, the policy wording should be amended accordingly.	The policy requirements with regards to highway infrastructure and education follows the local plan evidence base - namely that provided by Lancashire County Council in their highway evidence and in their evidence on educational matters as set out in the Infrastructure Delivery Plan. Lancashire County Council has produced a response to comments made on the highway evidence. At planning application stage decisions will be made on the basis of local plan policy and any other material considerations pertinent at the time. The policy requires development to be in accord with a masterplan for the site approach. The detail of education provision and highway access will be considered as part of the masterplan. See the Lancashire County Council response to highway matters.
0900/P/03/C	Sylvia Waldron	SA1/2	Y	Supports the allocation of SA1/2 on behalf of one of the landowners - will help to meet the objectively assessed need, forms part of an overall strategy to meet those needs, is deliverable, will enable the delivery of sustainable development. Confirms authorisation to work with other interested parties to facilitate the production of a masterplan and construction of a new link road.	None stated.	Noted
0955/P/03/C	Richard Henriques	SA1/2	N	Plan does not meet infrastructure requirements and inconsistent in achieving sustainable development. Several alternatives available but impossible to identify with time granted for consultation. 1. Object on grounds of unsoundness in relation to land between Raikes Road and Woodhouse Road, forming southern part of SA1/2. This land is a separate plot and raises different planning considerations; access, new road, PROW, ecological impact, landfill and ground investigation. 2. New road may cross two PROW used by ramblers and dog walkers. Proposed new road is not delineated on the plan and since more than one route can be envisaged, any objective assessment or potential objection has been inhibited. 3. The ground of the new road has significant flooding tendency, it lies in Flood Zone 1. Replacement of the tidal outfall would be required. 4. Insufficient consideration of the flow of traffic on Skippool Road where traffic from SA1/2 must travel. Rush hour traffic at River Wyre roundabout results in severe delays and traffic congestion on Skippool Road. A further 437 dwellings renders the plan unsound. 5. No sufficient consideration to flow of traffic on Amounderness Way which at present is frequently stationary. 6. The plan indicated a primary school on SA1/2 but no size. It's impossible to determine whether need from 437 homes can be met. 7. The plan indicates 360 dwellings by 2031 but capacity is 437. Plan should only include expected development. 8. The ecological value of the site is considerable (abuts BHS, has hedgerows, trees etc.) and would be adversely affected by residential development. 9. The site includes pylons.	The land to the South of Raikes Road in SA1/2 should be excluded from the plan. A new road is uneconomical and inconsistent with achieving sustainable development and 'unsound' for reason elsewhere specified.	The Infrastructure Delivery Plan (IDP) supporting the Local Plan sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan. The reasonable alternative development options considered are assessed in the Site Allocations background paper and in the Sustainability Appraisal. As the Publication Draft Local Plan states under allocation policy SA1/2, the allocation is to be brought forward through a comprehensive masterplan that incorporates residential development and supporting infrastructure. The route of the new road, PROW, ecological impact, landfill and ground investigations are identified as key development considerations as set out in the allocation policy SA1/2 and are matters that can be considered through the masterplanning exercise. The vast majority of the site and the area between Skippool Road and Raikes Road (the route of the new road providing primary access into the site) lies in Flood Zone 1, the lowest category of flood risk. In relation to the tidal outfall, the allocation policy key consideration requires contributions towards the replacement of the tidal outfall. The highways evidence provided by Highways England (2016) and Lancashire County Council (2017) considers the nature of the local and strategic road networks. Lancashire County Council Highways evidence considers that the level of development should be capped at 835 dwellings over and above that committed for the Thornton locality. The IDP supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers, this includes Lancashire County Council Education. The IDP page 53 sets out that a 2.1ha site is required to provide provision of up to a two form entry primary school. The site is expected to deliver 437 dwellings, however the amount of housing that can be realistically delivered during the Plan period is 360 dwellings. The residual 77 dwellings area expected to be delivered after 2031. The assumption about lead in and build out rates applied to the allocations is set out in the Housing Background Paper (page 38). The allocation policy for SA1/2 (13) identifies the site to contain overhead electricity infrastructure as a key development consideration.
0966/P/01/GC	Jeremy/Sue Walker	SA1/2	n/a	Harm to the character and appearance of the area, and impacts on the visual quality of the countryside. Negative effects on biodiversity near the Wyre Estuary SSSI and wider Morecambe Bay SPA, SAC, Ramsar sites. Loss of foraging habitat for bats, owls etc. Due to the proposed signal control at Skippool Roundabout, the development could increase congestion/queuing which in turn degrades air quality. Previously applications refused on highways grounds. Access issues for emergency services. The primary access road will have significant environmental impact. The location is not suitable due to lack of public services, ineffective cycle lanes and unsafe pedestrian routes. The proposal does not accord with paragraph 32 of the framework.	Object to allocation SA1/2.	The allocation has been informed by a Habitats Regulation Assessment. Development consideration (5) within policy SA1/2 acknowledges the importance of ecological interests and ensures that these are taken into account within future development proposals. The council is of the view that the site lies in a sustainable location and that the allocation reflects an appropriate balance between meeting housing needs and environmental matters.

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1022/P/03/GC	John Shedwick, County Councillor	SA1/2	n/a	"The site is expected to contribute 360 dwellings to the housing land supply. Part of the site benefits from outline planning permission for 165 dwellings (14/00553)". Notwithstanding the figures supplied within the plan it is obvious that the council has increased their expectations of its housing numbers. I strongly object to any further development of this site during the Plan period as there should have been a detailed infrastructure study before consideration was given to the 165 dwellings. Continuing developments would ignore the fact that Skippool Road cannot be adequately improved to take any additional traffic. Piecemeal developments avoid realistic contributions to be made to Education provision. Postal and bus services no longer in the area.	Object to allocation SA1/2.	The allocation has been informed by highway evidence that suggests a requirement for new road infrastructure to serve the allocation. The allocation requires the provision of land for additional education provision. The council are of the opinion that Thornton is a sustainable location for the scale of development proposed. The site is accessible to a regular bus service.
0051/P/12c/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA1/3	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0395/P/31/C	CPRE Lancashire	SA1/3	N	CPRE Lancashire sees this site as a regrettable loss of grazed agricultural land, but we do acknowledge that it does form an organic extension to the established Pheasants Wood development. Due to its raised topography the site would have to be extensively screened, and where possible harmonized through green landscaping with the adjacent, green belt farmland. Access onto Fleetwood Road North and Bourne Way will amount to greater levels of traffic using Amounderness Way.	None	Key development considerations set out in Policy SA1/3 requires the site to be delivered via a masterplan (1), supported by landscape and green infrastructure framework (2) and designed to form an 'organic' extension to the town (3). The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network. The evidence considers that the highway can support an additional 835 dwellings from February 2017 over and above that committed.
0051/P/12d/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA1/4	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0064/P/07b/C	Peter Tarrant	SA1/4	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. These allocations are for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk. The council balances this against development requirements taking into account the Wyre Strategic Flood Risk Assessment (Level 2) which includes the Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0395/P/32/C	CPRE Lancashire	SA1/4	N	CPRE Lancashire understands that this site represents an extant permission for a McCarthy Stone development, currently ongoing. Its relative proximity to SA1/3 and a high water table necessitates mitigating traffic measures due to the strong possibility of resultant flooding on Fleetwood Road North.	None	The site benefits from planning permission and is now under construction. Matters regarding flood risk and drainage are considered within the delegated officers report.
0395/P/33/C	CPRE Lancashire	SA1/5	N	This area represents two parcels of low-quality agricultural land, to the rear of Brockholes Crescent and Holts Lane. Although the area is locally known for boggy, unstable land, both sites have already secured planning permission and are, we understand in the hands of land agents seeking the interest of developments. The nature and quality of the boundary treatments especially on the site's southern boundary should be given particular attention. Barn Owls use and have historically nested on the site, so the inclusion of carefully sited owl boxes should therefore be a condition.	None	One part of the site benefits from outline permission (16/01043) and the residual area has a council resolution to approve (16/00742). Both permissions are outline and details regarding boundary treatments would be determined at reserved matters. A requirement for a Barn owl mitigation method statement is a planning condition attached to the planning permission for 16/01043. In relation to 16/00742 Greater Manchester Ecology Unit had no overall objections to the scheme. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.
0395/P/34/C	CPRE Lancashire	SA1/6	N	There is extant permission for 516 dwellings for this site. CPRE Lancashire believes that the loss of such a large area of continually farmed agricultural land to Poulton le Fylde is extremely regrettable. The scale of development is excessive, and will place a significant burden upon the A586 road. Whilst LCC Highways have put in place a package of measures to mitigate the spike in vehicle movements, Poulton, already congested, will be greatly adversely impacted by the scale of this development.	None	The site has full planning permission. The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network. The evidence considers that the highway can support an additional 390 dwellings from February 2017 over and above that committed. For the purposes of the highways evidence, the site is classified as an existing commitment. The site benefits from full planning permission. Matters regarding boundary treatments are considered within the committee report.
0395/P/35/C	CPRE Lancashire	SA1/7	N	There is an extant permission for 48 dwellings for this site. In CPRE Lancashire's view that the developer has behaved appallingly on this site. The removal 'prior to application' of a large swathe of established trees (and hedging) that heavily contributed to the area's visual amenity and wildlife was locally condemned, with the possibility of legal action being taken by Wyre's Tree Officer. However, as far as we know legal action did not progress, making a mockery out of tree protection regulations. Therefore, particular attention must be given to re-greening the site with ongoing commitments to ensure such planting is adequately maintained. Notwithstanding the extant status of this application, adjacent roads are dangerous, congested, and are hazardous for pedestrians crossing at the junction with Moorland and Breck Roads.	None	The site benefits from planning permission and is now under construction. Lancashire County Highways raised no objections to the scheme.

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0395/P/36/C	CPRE Lancashire	SA1/8	N	CPRE Lancashire objects to this site for housing development as the land is protected Green Belt which is unjustified and would not constitute sustainable development. We do not object to the existing permissions for 6 and 35 properties. However, the rest of the site, whilst included 'as one' with the aforementioned piecemeal developments, we believe is Green Belt and has been requested to be removed as designated as such. Notwithstanding the further loss of agricultural land in Poulton, Wyre has not explained how the site would be accessed with obvious entry points along roads already heavily congested. If developed it would significantly close the gap between Poulton and Carleton and undermines Wyre's local plan ambitions for settlements not to coalesce and remain distinct.	None	The remit of the Green Belt Study (2016) was to undertake a local review to consider whether land included within the defined Green Belt continues to serve the purposes defined in the NPPF. In the circumstances pertaining to Wyre the recommendation to release three sites from Green Belt was made regardless of any pressure to allocate land for future development. It was made on the basis of evidence which concluded that the sites only made a limited contribution to Green Belt and therefore they did not fulfil the purposes of Green Belt as defined in the NPPF. This was considered to be the exceptional circumstance and furthermore their removal would produce a more sustainable outcome of planned development within Wyre. Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). The specific access points to the site will be determined through a masterplan that will cover the whole site. It is noted that there is a planning application for 35 dwellings on the southern-most part of the site, but not an approval - a decision remains pending at the time of writing.
0794b/P/11/C	Wainhomes (North West) Ltd	SA1/8	N	The highways evidence states that Poulton-le-Fylde has capacity for 390 new dwellings. Planning permission has been granted for the residential development in the Draft Local Plan (site SA1/5, 236 dwellings). This leaves a residual housing capacity of 154 dwellings within Poulton-le-Fylde over the plan-period taking the report at face-value. The Draft Local Plan seeks to deliver the residual 154 dwelling figure through a new draft site allocation (site SA1/8). Site Allocation SA1/8 would likely involve multiple ownerships and mitigation measures as a result of flood risk and proximity to the railway line (e.g. noise). It is also a requirement that land is made available for a new primary school and new public car park. Although this site may come forward over the plan-period, it is unlikely to do so until the latter part of the plan-period and will not meet unmet and short-term housing needs of the Borough. Conversely, our client's site at Hardhorn Road, Poulton-le-Fylde would be 'deliverable' within the early part of the emerging plan process. It is in the control of our client, a national housebuilder. It has been demonstrated (see 16/00981/FULMA1) that there are no constraints to delivery aside from the unsubstantiated position adopted by LCC with regard to highways capacity.	See summary.	The council consider site SA1/8 to be deliverable within the timescales set out in the Housing background paper. It lies in close proximity to Poulton-le-Fylde town centre and hence an array of services and facilities including rail station. There is no evidence that any of the issues raised in the representation will materially hinder delivery. The site allocation requires the provision of a car park aimed at serving the town centre and is made in line with the highway evidence and with the support of all relevant landowners.
0808/P/25/GC	Story Homes	SA1/8 EXT	n/a	Supports site Allocation Reference SA1/8 for 154 dwellings at Blackpool Road, Poulton-le-Fylde, and supports the review of the Green Belt, but considers that the allocation should be extended to deliver at least 460 dwellings. Masterplanning exercise undertaken that demonstrates that this amount of housing is achievable without harm to the site and its surroundings. There is a need for this further allocation within the Borough to meet objectively assessed housing needs in full, with particular need to deliver this at Poulton-le-Fylde as a sustainable and appropriate location for new development with need for further development to support existing shops, services and facilities to maintain its role within the Borough.	Allocate additional land at Blackpool Road for residential development.	The council has allocated land for housing in line with its evidence base which includes a cap on highway capacity which translates as a cap on new allocations. Lancashire County Council has produced a response to comments made on the highway evidence. As such, the site in question is not considered suitable for consideration as a residential allocation.
0864/P/03/C	Poulton-le-Fylde Historical and Civic Society	SA1/8	N	Concerned at the concentration of housing in the urban peninsular - already intensively developed, placing significant strain on the local infrastructure. SP1 places the highest proportion (48%) of housing land in the urban towns, but in practice the housing allocation is concentrated in Poulton-le-Fylde and Thornton (Poulton accounts for 16.6% of the total allocation). This is out of scale with the existing size and character of the town. Planning permissions have already been granted or pending in Poulton for over 800 properties. Will place a significant additional strain on the local infrastructure, particularly on the roads, and there is no need for further development in Poulton at Site SA1/8. The draft local plan recognises that the urban peninsular is already 'built out' and the development of housing in Poulton has already necessitated the use of rapidly shrinking green field land, mainly farmland. Further development will have a significant adverse effect on the local landscape and will erode the character of Poulton as a distinct settlement within a green environment. Site SA1/8 will be on land which is designated as Green Belt. The Green Belt study and background paper do not recognise Poulton and Carleton as separate settlements, but this area of land formerly provided a 'green break' between the two settlements. Its re-designation as building land will result in the two settlements merging into one continuous urban area. The draft plan recognises that Wyre in general and the urban peninsular in particular is ill-served in terms of transport infrastructure which is already overburdened and at times gridlocked. The town centre of Poulton itself has a medieval street layout, and the possibility of any mitigation measures to address excess traffic is minimal. The proposed housing allocation at SA1/8 will increase traffic flows on to Tithebarn Street, a road already at capacity, with queuing traffic at peak times and often throughout the day. Further housing development will add to this congestion and will have a damaging effect on safety. The development will also increase traffic flows into Poulton town centre, where there is already an Air Quality Management Area (AGMA) due to nitrogen dioxide emissions. The inevitable increase to traffic congestion will exacerbate this pre-existing problem.	Reconsider the volume of housing being proposed for the urban peninsular. Retain the whole of Parcels 20 and 21 as green infrastructure.	It is a fact that the urban peninsula is the most sustainable location in the borough in terms of access to services and facilities and access to public transport options. With regards to the latter Poulton has the borough's only railway station - a station that provides a direct service to the key local and regional centres of Manchester, Preston and Blackpool. It is understood that access to services - particularly health - is an important issue for local people. As shown in the Infrastructure Delivery Plan the council is working with service providers, including those in the health and education sectors to identify additional service needs arising from development. This includes land for new primary school provision at SA1/2 and SA1/8. As clearly set out in the highway evidence provided by Lancashire County Council, highway capacity does indeed act as a key constraint, hence the imposition of a cap on residential development in peninsula locations and the recognition that improvements to the highway network are required if development is to take place. The council also has to have regard to the need to meet housing needs. Reviewing the Green Belt to is part of assessing the capacity of the borough to accommodate new development. The council are of the view that taking it account opportunities and constraints the approach to the peninsula is a balanced approach. Air quality is addressed by policy CDMP1(d) which allows for a consideration of harm to air quality to be balanced against wider planning objectives and mitigation measures.
0903/P/03/C	Tom Rowe	SA1/8	Y	Proposes that part of site allocation SA1/8 currently the subject of an outline planning application for up to 35 dwellings in the Green Belt should be brought forward a) prior to the adoption of the Local Plan though approval of said planning application (17/00632) and b) can be independently developed for residential development outside of the remainder of SA1/8 hence improving the soundness of the plan by helping to meet objectively assessed needs, by forming part of a development strategy to meet those needs, by being deliverable and by enabling the delivery of sustainable development (the site being the most sustainable part of SA1/8).	Identify the subject site as a separate allocation distinct from the remainder of SA1/8.	As the Publication Draft Local Plan states under allocation policy SA1/8, the allocation is to be brought forward through a comprehensive masterplan that incorporates residential development and supporting infrastructure, including a car park with access to Poulton Road/Tithebarn Street to serve Poulton Town Centre as identified in the Poulton-le-Fylde Highway Mitigation Strategy (Appendix C of the Publication Draft Local Plan).
0930/P/05/C	Redrow Homes Ltd	SA1/8	N	The allocation is not sound and the plan is not justified, positively prepared or consistent with national policy because it is based on the removal of land from the Green Belt when the exceptional circumstances are not compelling. We believe that the land at Stanah Road, Thornton should be considered as a housing allocation as the Green Belt should only be changed in exceptional circumstances.	Reconsideration of the Development Strategy and this allocation to give priority to sites in sustainable locations outside of the Green Belt before any decision is made to change Green Belt boundaries.	It is entirely appropriate and consistent with national planning policy that through the process of producing a local plan that the Green Belt is reviewed and, where necessary, amended according to the evidence. The rationale for reviewing the Green Belt is set out in the Green Belt and Strategic Areas of Separation Background Paper of September 2017. The Wyre Green Belt study recommends the subject site for removal from the Green Belt on the basis that it does not meet the purposes of the Green Belt. Allocation SA1/8 is located in a highly sustainable location close to Poulton-le-Fylde town centre.

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0944/P/09/C	Applethwaite Ltd	SA1/8	N	Actively promoted SHLAA site PFY_65 (forming part of SA1/8) at earlier stages of consultation and confirmed the suitability for removal from the Green Belt. It was demonstrated that: <ul style="list-style-type: none"> The site is highly sustainable and accessible to key services and facilities. It's a modest, logical and coherent extension to the existing settlement. The layout and scale can be fully integrated in to the wider SA1-8 allocation. The site is free from technical, environmental and legal constraints. Mains utilities connections are available. Development is viable. Poulton-le-Fylde is a strong housing market area. The site is capable of accommodating a mix of up to 60 dwellings. The site has sufficient frontage for dedicated access and for the proposed SA1/8 allocation. The site could be delivered as a standalone site or as a simultaneous first phase of development of a wider site with access from Poulton Road. Development should not be unduly delayed and constrained by the process and adoption of a masterplan.	The Council must revisit the inability to meet the OAHN in full. SHLAA site PFY_65 should be allocated for up to 60 dwellings and identified for immediate delivery as the first phase of SA1/8 or as a join first phase of a wider site, but with the ability of peripheral development to come forward of a whole-site masterplanning process. SA1/8 has capacity to accommodate a significantly higher number of dwellings than 154 proposed.	See the council response to the OAHN and housing supply regarding these matters. With regard to the allocation, the site capacity is in line with highway evidence provided by Lancashire County Council. The requirement for a masterplan is entirely appropriate for a large scale development in a strategic location.
1012/P/01/C	Merle Nickson	SA1/8	N	Further developments are not justified as it will aggravate the current traffic congestion problems in Poulton centre. Consideration should be given to current residents particularly as its located in Flood Zone 1.	Scrap this part of the local plan or at least pedestrianise areas of the centre.	Allocations in Poulton-le-Fylde are informed by the highway evidence produced by Lancashire County Council who have identified a mitigation strategy for Poulton to address highway impacts arising from the planned residential development. As with other parts of the borough Poulton-le-Fylde is subject to a cap on the scale of residential development within the Plan period.
1013/P/02/C	Kenneth Nickson	SA1/8	N	The site at SA1/8 will increase traffic levels aggravating current issues with access to Poulton town centre and Aldi stores. The proposals also pose a threat to pedestrians particularly the elderly who currently struggle to cross Chapel Street and Vicarage Road.	Implementation of traffic lights at the junction between Queensway and Tithebarn Street. Make Ball street two way to alleviate traffic in the town centre (those wishing to access supermarket can bypass the centre).	Allocations in Poulton-le-Fylde are informed by the highway evidence produced by Lancashire County Council who have identified a mitigation strategy for Poulton to address highway impacts arising from the planned residential development. As with other parts of the borough Poulton-le-Fylde is subject to a cap on the scale of residential development within the Plan period.
0151/P/01/GC	Peter Swarbrick, SSRA	SA1/9	n/a	The proposed site has a capacity of 162 dwellings of which part of the site has reserved matters planning permission for 77 dwellings (17/00026). Regarding the other 85 dwellings, we consider that the density of development should be reduced and contain a mix of starter homes, bungalows and sheltered accommodation. Similarly, should the 17/00026 permissions lapse, we suggest the density of dwellings should be reduced and follow the aforementioned mix of house types. The reduced density of homes would be vital given that additional traffic would be generated on the A588 quoted as "the third most dangerous A road in England". Services over Wyre have been dramatically reduced and public transport is lacking. Therefore, these developments would put additional pressure on these services.	Reduce site capacity.	The council agrees that sites should include a mix of dwellings where appropriate. Policy HP2 addresses this issues and will apply in the case of SA1/9. The council are of the opinion that the scale of the allocation will allow a range of house types to be developed. This level of development proposed corresponds with the highway evidence for Over Wyre.
0395/P/37/C	CPRE Lancashire	SA1/9	N	Part of this site is subject to an extant permission for 77 homes and a request by the developer to squeeze a further 12 properties onto their portion of this site was refused. Whilst a development of 160+ homes would place an added burden to an at times flooded, congested, and often dangerous Carr Lane/Stricklands Lane (A588), this level of development coupled with the extant permission at Hambleton's Arthurs Lane does correspond with LCC Highways' recommendations for Over Wyre. CPRE is also concerned about the loss of agricultural land.	None	Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47).
1022/P/02/GC	John Shedwick, County Councillor	SA1/9	n/a	"Note - the representation incorrectly identifies the site in question as SA1/19. The site is expected to be fully delivered within the Plan period. Part of the site has received matters planning permission for 77 dwellings (17/00026)". The Parish Council expressed the following concerns in relation to the application - the development is too large, access to the site is from a busy road, and, additional run-off from site will add to the already under pressure infrastructure and may lead to flooding. These concerns were ignored, so the development for a further 85 dwellings to be constructed should be restricted on the grounds of excessive density. The Parish Plan (2005) includes the need for small, starter and sheltered accommodation. Should the objection lapse for the 77 dwellings then I would object also to the whole to be considered as one site on the grounds of excessive density of development. The fact that the A588 is the third most dangerous road in England cannot be ignored and therefore excessive and unnecessary development places extra pressure on its traffic. Developments would also put pressure on school/medical and bus services.	Object to allocation SA1/9.	The highway evidence produced by Lancashire County Council caps development across Stalmine, Hambleton and part of Pilling. The allocation has been informed by a Strategic Flood Risk Assessment which has not identified any issues that would suggest non-allocation. The allocation of an additional 85 dwellings in a location considered to be relatively sustainable location is in accord with the evidence. Any development will be subject to policy CDM2 Flood Risk and Surface Water Management.
0064/P/07c/C	Peter Tarrant	SA1/10	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. These allocations are for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk. The council balances this against development requirements taking into account the Wyre Strategic Flood Risk Assessment (Level 2) which includes the Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0072/P/03a/C	Thornton Action Group (TAG)	SA1/10	N	The housing at Lamb's Road "will not be acceptable within Flood Zone 2 or 3." Yet, the Hillhouse mixed zone proposes 250 houses within FZ3. Similarly, in Pilling SA1/10 also lies in FZ3.	Areas in FZ2 and 3 should not be allocated for new housing.	This representation does not appear to be an "objection" to SA1/10 in itself, rather it raises an issue of consistency across allocations with regards to flood risk. In response, it is noted that allocations have been informed by a Strategic Flood Risk Assessment (Level 1 and Level 2). This includes a flood risk sequential test. This approach is entirely in accord with national planning policy. SA1/10 in Pilling is a brownfield site which has planning permission for residential development. The allocation reflects the permission and balances flood risk with the redevelopment of a brownfield site. The development of the site will assist with reducing the amount of development in the countryside. This is entirely in accord with national planning policy and the local plan strategy.
0395/P/38/C	CPRE Lancashire	SA1/10	Y	The site is situated in a rural/semi-rural location, but is brownfield development, consequently CPRE would support the development of the site. The local plan should however guard against the adjacent land, either side, from being vulnerable to development and we recommend it is safeguarded.	None	Noted. The surrounding fields adjacent to the site are located outside the settlement boundary and are protected by policy SP4 Countryside Area.
0676/P/06/GC	Environment Agency	SA1/10	n/a	We have further considered the wording relating to flood risk for your proposed site allocations. Following internal discussions in relation to the latest guidance and evidence, we consider that for those sites (SA1/1, SA1/10, SA3/1, SA4, SA5) allocated in FZ2 or 3, where it is stated that "finished floor levels must be above the undefended flood level plus an allowance for climate change", we suggest that "undefended flood level" is replaced with "design flood level". The LPA should be satisfied that climate change has been appropriately accounted for in accordance with Paragraph 102 of the NPPF. Climate change is covered in the Jacobs Level 2 Strategic Flood Risk Assessment and has been mapped spatially, but an allowance has not been included in relation to sites such as SA1/1. The LPA states that climate change scenarios would be covered in more detail as part of specific FRA work for each site when an application is submitted. Our opinion is that for those sites which are to be allocated in Flood Zone 3, the climate change scenario flood depths should be considered and included where available for clarity (see documents). The Council must demonstrate that any site allocated for development in a Flood Zone satisfies the requirements of the Sequential Test and, where necessary, the Exception test.	Suggest that "undefended flood level" is replaced with "design flood level".	Agree that in the interest of clarity replace 'undefended flood level' with 'design flood level' Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 make reference to climate change. It would not be appropriate to include a specific allowance which may be subject to review into the future. The Sequential Test Paper prepared as part of the SFRA evidence demonstrates that the requirements of the sequential and exceptions tests in relation to allocations has been satisfied. Minor Modification: Minor amendment to Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 to replace 'undefended flood level' with 'design flood level'.
0962/P/06/GC	Metacre Ltd	SA1/10	n/a	Support the allocation of SA1/10 for residential development.	None	Noted

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0051/P/12e/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA1/11	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0395/P/39/C	CPRE Lancashire	SA1/11	N	There is an extant permission for housing and retail development on this former Civil Service site which includes mitigating highway measures for traffic congestion. Attention should be given to the farmed Green Belt to the south and east of this site, and arboreal screening ensuring against the development being visually prominent when viewed from Amounderness Way.	None	Part of the site that abuts the Green Belt benefits from outline planning permission. Details on boundary treatment would be determined at reserved matters. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the town as opposed to a "bolted-on" housing estate.
0953/P/12/C	Telereal Trillium	SA1/11 EXT	N	Telereal Trillium supports the inclusion of the majority of SA1/11. However, a number of modifications are needed to the written description and the Policies Map. 1. Removal of land from the Green Belt and boundary modification The proposed allocation omits the 0.93ha area of land on Norcross Lane under the approved permission (13/00200) and should be removed from the Green Belt. The same development would not accord with the Plan if the permission was to lapse. For the Local Plan to be sound, it is essential that the Local Plan does not overlook the additional amendment required to enable the whole of its committed land at Norcross Lane, Norcross to be included within the proposed development SA1/11. 2. Size and Extent It's misleading to include the whole site (12.88ha) in the policy and on the Policies Map with a housing capacity of 338. Planning permission 13/00200/OULMAJ includes retail to the southern part and the proposed policy states retail element could contribute towards the overall viability. Therefore the balance for housing is 9.5ha and the boundary should be changed to reflect this. If the boundary is not changed, then capacity should be increased to 431 dwellings (i.e. 11.95ha @ 30.24 dph plus 70 sheltered apartments. 3. Housing capacity and development potential The highways evidence confirms 220 dwellings. However the capacity of this reallocated land is more than 118 dwellings resulting from applying the 'highway cap' for Thornton. The actual figure is closer to 152, resulting in the housing capacity figure of 372 rather than 338. The full capacity will help make every effort to meet the OAN. Outline permission included ancillary leisure uses such as family pub/food and beverage offer to complement housing/sheltered housing. Company developing local centre not taking this forward - scope to broaden the range of uses on residual site frontage without reducing residential capacity below 338dwellings.	See summary of response. Key Development Consideration 5 should be amended to clarify that the new access onto Norcross Lane will only be required for sheltered accommodation if the local centre is developed before the housing is delivered.	The Green Belt study has not recommended any amendments to the Green Belt boundary in this location. For clarity, the policy states the implementation of the retail element of the outline permission should contribute towards the overall viability of the site. The site calculations are at a base date of 30 September 2017. The outline permission (13/00200) approved is for access only and the site layout has not been determined. Therefore, the sheltered housing element from the indicative masterplan could be included within the site allocation boundary and not within the Green Belt area. The site calculations acknowledge the land area of the retail element approved under 13/00200. The extra 118 dwellings is based upon the area of land occupied by Clarke House (excluded from the outline application boundary) and the employment element approved 13/00200 that is now proposed for housing through the Local Plan. The two areas total 4.9ha and based upon an 80% developable area and 30 dwellings per hectare, provide for an additional 118 dwellings, in addition to the outline permission of 220 dwellings. For the purposes of the highway evidence, the 220 is an existing commitment within the Thornton corridor. There is a highway cap of 835 dwelling for Thornton and the site allocation background paper sets out how sites have been allocated up to the cap which have maximised previously developed land. The site is allocated for 338 dwellings, of which 295 dwellings are expected to be delivered during the Plan period. The 295 dwellings is not a cap and the policy does not prevent the whole allocation being delivered during the Plan period. The 295 dwelling follows a cautious approach that is based upon consultation with developers who are currently developing sites in Thornton/Poulton-le-Fylde area that indicate that around 25 /30 dwellings can be delivered per year. It is considered that the residual area outside the local centre is required to deliver the housing allocation of 338 dwellings. In relation to key development consideration 5, the new access reflects planning considerations for the development and this requirement reflects a condition of the outline permission (13/00200).
0395/P/40/C	CPRE Lancashire	SA1/12	N	CPRE Lancashire remains opposed to this land being used for housing development. The high housing requirement and the absence of up to date policies meant that our campaign to save the farmland from this development was unsuccessful. High-quality farmland is at risk and therefore unsustainable. There are unresolved highway and access issues. The wrong type of housing is being promoted by the developer. Also, the size, and positioning of the development, are inappropriate. There are two areas within this site that are subject to Tree Protection Orders (TPOs) and the site details are deficient in this regard.	None	The site has a council resolution to approve (16/00217). Highways England and Lancashire County Council as the local highway authority raised no objection to the application with the provision of conditions. The housing mix will be determined at reserved matters and Local Plan policy HP2 will require the development to provide an appropriate housing mix. The Local Plan also includes additional policies relating to design (Policy CDMP3) and landscape matters (Policy CDMP4 (14-16)). There are a number of trees on the site situated around the farmstead and pond to the south are protected by Tree Preservation Orders (TPO). It is an omission that no reference is provided in the key development considerations. Minor Modification: Include reference to Tree Preservation Orders within the key development considerations.
1022/P/01/GC	John Shedwick, County Councillor	SA1/12	n/a	Subject to a resolution to grant outline planning permission for up to 165 dwellings (16/00217) subject to the signing of a S106 agreement. Should this permission lapse I would object to future development on the grounds that highways infrastructure in the area is incapable of further pressures from the site.	See summary.	Highway implications have been assessed as part of the application referred to and found to be acceptable by the highway authority. Therefore there is no reasonable basis to omit this site from the list of allocations on a highway matter.
0395/P/41/C	CPRE Lancashire	SA1/13	N	CPRE Lancashire objects to this site allocation. Part of this site is already subject to an extant permission, the vast majority of the proposed site represents a huge extension to a rural settlement with little or no facilities. Landscape will be negatively impacted; the full scale of what is proposed will place an untenable burden on a road network commensurate with its rural setting. We understand that all of the land being Best and Most Versatile agricultural land Grade 2.	None	See council response to representations regarding SA1/13 Inskip Extension.
0656/P/01/C	Jill Walton	SA1/13	N	Wyre BC has taken the easy option rather than considering whether such locations are suitable or appropriate. Parish Council prohibited from informing residents about the proposals for 3 years providing only 6 weeks' notice probably because of the plans short-comings.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.

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0659/P/15/C	Inskip with Sowerby Parish Council	SA1/13	N	The development being proposed does not constitute organic growth - disproportionate scale of incursion into open countryside. The site consists some of the best Grade II agricultural land in the area. Laid out as grass, which with several ponds, supports a wide range of wildlife, including ground nesting birds. Very strong opinion in the local community that developing this greenfield site would be significantly detrimental to the local rural ambience. Recommend allocating land for development with lesser agricultural, ecological, and amenity value. When Inskip-with-Sowerby Parish Council has met with Wyre planning officials in the past it was acknowledged that development to the south of Preston Road was the preferred option from a planning perspective - (i) would "round-off" the core village, preserving a compact area of settlement at Inskip. This is in line with the Wyre Local Plan policy for clear settlement boundaries; (ii) would be less disruptive to a larger proportion of the residents of the existing settlement. Few residents overlook this location and fewer residents will feel that their amenity has been blighted by development here. Indeed the main impact of further development to the south of Preston Road, other than the tenant at Hodgkinson Farm, would be residents of the new builds (the 27 currently under construction and the 55 proposed new builds); and (iii) further development to the north of Preston Road would result in an unbalanced settlement profile, would adversely impact on a larger proportion of the residents of the existing settlement. It is understood that the land to the north of Preston Road was favoured over that to the south on the basis that the landowner was unwilling to 'buy-out' the farm tenancy in the short term. The reality is that the landowner will still wish to develop the land to the south of Preston Road in due course. It is recommended that land be allocated in this Plan to the south of Preston Road as this is the most appropriate location for any further development. Unsound: The location of the proposed Inskip Extension in the Local Plan is not justified and its scale is disproportionate.	It is recommended that any proposed Inskip Extension be located to the south of Preston Road.	See council response to representations regarding SA1/13 Inskip Extension.
0661/P/02/C	Brian Leighton	SA1/13	N	Impact on agricultural land is not acceptable. Failure to recognise impact on transport arising from plans at Inskip and Great Eccleston.	Limit development to that which already has planning permission.	Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4). It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). Allocations in the local plan have had regard to highway evidence on the impact on the road network.
0664/P/04/C	George Diaper	SA1/13	N	References para 1.2.1 (3). Regarding SA1/13 Wyre BC held a number of meetings with Inskip PC (but no minutes issued so potentially against National Policies), the plans shown to Inskip PC were for a totally different part of the village. Hence the current Plan SA1/13 is totally unsound and Wyre BC has totally ignored Inskip PC and their wishes. The original Plan also involved land from the same stakeholder but of an inferior quality. Wyre BC appears to have been negligent in not insisting the Land supplier kept to their original offer when the poorest land in the village would have been on offer and this is against the National Planning Policy Framework. To the layman, this looks like collusion to allow the landowner to lead the negotiations which will offer them the greatest profit and will not stop them trying to develop additional inferior land in the future.	Remove the additional 200 houses	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/05/C	George Diaper	SA1/13	N	References para 4.1.18. Regarding Inskip (SA1/13), without reference to existing dwellings by location, the impact of the proposed dwellings is misleading. The 255 proposed Dwellings is greater than the core settlement of the village before development commenced. With the proposed development, the housing stock will rise to 220% of the 2016 level which will irreversibly change the village and is unwelcome by the residents (74% of the dwellings of core settlement of the village have (after survey) confirmed that they do not wish for any further dwellings beyond the current 55 already agreed.	Include the existing dwellings by location in the table so that any proposed increase can be seen as a % of the base numbers.	The purpose of the table at paragraph 4.1.18 is to set out the how the total residential development in each settlement and new employment allocations. The Plan is setting out how the growth will be distributed across the borough. The existing dwelling stock is set out the Settlement Profile.
0664/P/06/C	George Diaper	SA1/13	N	References para 4.1.22 (f). Regarding Inskip (SA1/13) the masterplan approach has not been applied. The proposal is a lop sided development proposal at one end of the village and not making the village 'round' and not an integrated extension to the settlement. The policy states 'The delivery of extensions to settlements of over 50 dwellings.....' (see para 4.1.22 (f))	Remove the 200 additional properties from SA1/13	See council response to representations regarding SA1/13 Inskip Extension. With regard to the masterplan approach, this is explained in paragraph 4.1.22 to be part of the local plan strategy - para. 4.1.22 is not a policy itself. In relation to Inskip, Policy SA1/13 requires a masterplan as part of bringing the development forward and hence corresponds with the local plan strategy.
0664/P/10/C	George Diaper	SA1/13	N	In relation to part 6 of policy SP2, regarding Inskip (SA1/13) the local community is against the further random 200 dwelling extension of the village (74% of core properties against by survey). There is no economic growth expected in Inskip.	Amend plan SA1/13 to remove the 200 dwellings	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/11/C	George Diaper	SA1/13	N	In relation to part 6 of policy SP2, a one ended random extension to the village does not reflect the views of the community. A survey of Inskip core dwellings has confirmed 74% are against any further extension to Inskip. The is no local requirement for an additional 200 dwellings.	Amend plan SA1/13 to remove the 200 dwellings	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/12/C	George Diaper	SA1/13	N	In relation to part 6 of policy SP2, the local education policy may work for the junior schools but the senior schools requirements going forward do not appear to have been catered for. Currently the majority of Inskip youth attend Garstang Academy which would appear to be oversubscribed by the local developments in Garstang and the A6 corridor to the detriment of rural communities.	Amend plan SA1/13 to remove the 200 dwellings	See council response to representations regarding SA1/13 Inskip Extension.
0664/P/13/C	George Diaper	SA1/13	N	In relation to part 6 of policy SP2, The transport plans are all based on Theory models of traffic towards the A6/M55 junctions without surveys. The resulting additional traffic going North via Pinfold Lane has not been addressed, including the additional traffic that will come from Elswick's development. Pinfold Lane can (just) allow 2 cars to pass but not lorries. The continual subsidence of the road and the resulting dangerous road surface has not been addressed. The limited bus service does not minimise the need to travel by car and is only in existence due to the Section 106 notice on the current development. The SA1/13 location was also rejected in the Wyre Local Plan to 2031 Sustainability Report issued by Wyre BC.	Amend plan SA1/13 to remove the 200 dwellings	The Lancashire County Council (LCC) Highways Evidence February 2017 has not undertaken transport assessments for individual sites because no detailed site information is available at this stage. Instead using accessibility measures, congestion data, public transport information and engineering judgement a desktop assessment provides a strategic indication on a reasonable quantum of development within each locality. LCC as the highway authority is aware of commitments beyond WBC boundary. In regards to representations on Pinfold Lane, see council response to representations regarding SA1/13 Inskip Extension. The fact that a development in Inskip is contributing to sustainable transport monies to the bus service doe not argue against the principle of the allocation. The Inskip Extension SA1/13 has been considered in the Wyre Local Plan Sustainability Appraisal (SA) Report. The site receives some negative scores against the SA Objective Topics and mitigation is proposed.
0664/P/14/C	George Diaper	SA1/13	N	References to para. 5.5.2. The Plan ignores the Inskip Residents wishes of no further development of the 200 proposed dwelling (74% of household against) so cannot be said in any way to support the local community. This lop sided development proposal totally ignores the essential nature of the village and countryside.	Amend plan SA1/13 to remove the 200 dwellings	See council response to representations regarding SA1/13 Inskip Extension.

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0664/P/15/C	George Diaper	SA1/13	N	References para. 5.9. The Wyre Local Plan to 2031 Sustainability Report issued by Wyre BC acknowledges that Inskip is over 4KM from existing Health Care Facilities in Great Eccleston. Re Inskip (SA1/13) the already overstretched local Health Facilities (Gt Eccleston Health Centre) have already ceased to take new patients from new developments and this includes the 55 already approved. The proposed development in Gt Eccleston will exacerbate the situation without the unwanted additional 200 dwellings in Inskip and other areas. No evidence appears to have taken account in the plan of the effect of surrounding areas outside of Gt Eccleston.	Amend plan SA1/13 to remove the 200 dwellings	With regard to Great Eccleston, the council has set out its approach to infrastructure provision in the Infrastructure Delivery Plan. The IDP recognises that most residents in Inskip use the facilities at Great Eccleston which are already at capacity and proposes relocating the exiting practice into a new facility which will help resolve existing capacity issues at the current practice and deliver new models of care development. The Publication Draft Local Plan includes this health provision at Great Eccleston as part of mixed use allocation SA3/3.
0664/P/16/C	George Diaper	SA1/13	N	References para. 6.4.1. Re Inskip (SA1/13), Wyre has not applied section 1 - The design of new development should respond positively to the character and form of its surroundings, creating places that reflect the best of local character and integrate with existing development. An unwanted lop sided development destroys the character of the village.	Amend plan SA1/13 to remove the 200 dwellings	See council response to representations regarding SA1/13 Inskip Extension.
0665/P/02/C	Dianne Hogarth	SA1/13	N	Not consistent with the Local Plan statement on community involvement or NPPF. Parish Council unable to release information to the public due to the confidentiality agreement 2015-2017. There was an online update published in August 2016 which excluded residents with no online access.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension. The 2016 local plan process update was available on-line or from the council on request.
0811/P/03/C	Sarah Nunn	SA1/13	N	The plan fails to address a number of it's own stated aims and the proposal for SA1/13 is in opposition to a number of the plans Policy Statements. CDMP4 – loss of a large field of open country side - among the best farming land in Inskip - better quality than some previously rejected sites in Inskip - contravenes the NPPF and CDMP4 para 17,18. CDMP6 - a public right of way to the North of the proposed site that will have its' character adversely affected - contrary to CDMP6 6.a. You can't mitigate for 200 houses being there! SP2 – Sustainable Development Policies - loss of farmed land threat to agricultural industry and rural economy in Inskip/destruction of wildlife habitat. Further development not sustainable - little hope of mitigating the issues of transport infrastructure and public services. Congested trunk road network in the Wyre and surrounding boroughs is recognised in the Plan. Para 2.8.7 states that Inskip already has the largest averaged commutes in the Borough - building of over 200 houses in this location will add to further traffic and road issues. Lack of local services - need to travel to access. Evidence in the Plan and SHMA that Wyre needs more small affordable housing - ageing population and first time buyers. Cost of building in Inskip when factoring in mitigation requirements will mean that development will not be small and affordable. Note the inability of Create Homes development to abide by 30% affordable homes requirement.	Remove SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0812/P/03/C	Richard West	SA1/13	N	Section 9 does not include a section on Inskip. Policies map shows 255 dwellings extension outside the village into agricultural land. HP7 states that such rural exceptions must be 100% affordable housing. Plans by Create homes are 30% affordable housing. Inskip has 236 homes. Proposed to add 27 (being built) and 255 over 10 years. A new total of 518 homes - a very different community still with narrow roads, no local employment and limited infrastructure.	Delete SA1/13. Existing new build selling slowly. Not the employment to pay salaries consummate with the prices of the new houses. Estimates of housing demand in the Inskip area are over ambitious and inaccurate.	Section 9 of the local plan does include SA1/13 - Inskip Extension. Due to a error a number of allocated sites were not listed on the contents page of the Plan, for which the council apologises. The remaining points are addressed in the council's response to representations regarding SA1/13 Inskip Extension. Minor Modification: Amend contents page to include missing allocations.
0848/P/01/GC	Nigel and Sylvia English	SA1/13	n/a	Have supported current applications as consider the village too small to be an attractive place to live compared to other villages with more services. Hope the increase in population will make a more frequent bus service and a village shop more possible. However 200 homes now planned. Only have ten days to make comments. Such short notice is not acceptable. Parish council gagged and not allowed to inform the residents. Should be a major consultation. The location is at odds with making Inskip a better place - will be longer and more sprawled out along the main road. Pub far away at the southern end and school far away at the north end. Plenty of infill opportunities on unattractive land close to the pub that could be used to create a proper centre to our village. Please don't take away beautiful greenfields and leave scrappy ones right in the centre where we would welcome homes being built.	Allocate alternative sites.	See council response to representations regarding SA1/13 Inskip Extension.
0849/P/01/C	Graham Fletcher	SA1/13	N	Although the Plan has been 3 years in discussion, the 6 week period in which local resident have time to inwardly digest the plan is clearly designed to reduce the comments on this Plan. This cannot be considered as consulting with local communities as required by the National Planning Policy Framework (NPPF) which clearly states that neighbourhoods should be engaged, whereas in fact, Wyre Council has actively prevented the Parish Council from discussing this Plan by utilising a confidentiality agreement. The NPPF also states that residential developments should take place on brownfield sites prior to development on good quality farmland - have all the brownfield sites within Wyre Council boundaries been considered?	None stated.	The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation. For the other points raised, please see the council's response to representations regarding SA1/13 Inskip Extension.
0860/P/10/C	Matthew Nunn	SA1/13	N	The proposed SA1/13 is both dangerous and in contravention with many of the stated aims of the Plan and the NPPF: Houses in Inskip are not in great demand - slow sales on existing scheme. No infrastructure, no access to medical service, terrible transport links and very little to do for those that don't enjoy peaceful quiet and countryside. Need to protect agricultural industry. Inskip falls into the catchment of only 2 High schools, both of which are over subscribed and more than 5 miles away. Further pressure on these will lead to kids in the village having much larger school commutes, possibly into Kirkham or Preston, without a current sustainable transport link.	Delete SA1/13	See council response to representations regarding SA1/13 Inskip Extension.
0861/P/01/C	Gillian Saunders	SA1/13	N	There has been no consultation with the local community. The Parish Council have been gagged under a confidential agreement for 34 months. This is unacceptable, as it has seriously impacted our ability to prepare our challenge to the plan to build an additional 200 houses in in skip, providing us with only 6 weeks before all representations are closed. I believe this is a breach of the Wyre Borough Council's duty of care to village residents and I am shocked by your treatment of people you are supposed to be representing	Refuse planning permission.	See council response to representations regarding SA1/13 Inskip Extension.
0861/P/02/C	Gillian Saunders	SA1/13	N	Loss of greenfield farm land is contrary to national policy which states that houses should be built on lower quality land. Has the council met its brownfield quota?	Move the proposal to a brownfield site.	See council response to representations regarding SA1/13 Inskip Extension.
0862/P/01/C	Angela Fletcher	SA1/13	N	Although the Plan has been 3 years in discussion, the 6 week period in which local resident have time to inwardly digest the plan is clearly designed to reduce the comments on this Plan. This cannot be considered as consulting with Local Communities as required by the National Planning Policy Framework (NPPF) which clearly states that neighbourhoods should be engaged, whereas in fact, Wyre Council has actively prevented the Parish Council from discussing this Plan by utilising a confidentiality agreement. The NPPF also states that residential developments should take place on brownfield sites prior to development on good quality farmland - have all the brownfield sites within Wyre Council boundaries been considered?	None stated.	See council response to representations regarding SA1/13 Inskip Extension.

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0866/P/03/C	Lydia Kirby	SA1/13	N	The village is surrounded by good quality agriculture land. The national framework says that you should build on the substandard land first. (plan number – CDMP4 : 17) Has all Wyre Borough's, lower quality farming land or allocation been used up? (5.5.2 – SP4 : 1) Not sustainable - pressure on secondary school places from additional development. Current development of 27 houses - struggling to sell. Most people don't want to live in Inskip as it is too remote. There are hundreds of houses being built along North Preston with a more sustainable environment – regular bus service, near to shops, schools, public services, pubs, clubs and a choice of GP. Houses take along time to sell here. Who will buy these proposed houses? [3.4.1- objectives] The GP practises are struggling to provide a service now – with more people the practises will be under greater pressure.	Objects to SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0867/P/01/C	Tamzin Roberts	SA1/13	N	The plan has been made with no consultation with the local community and was also hatched in secret with the parish council being gagged for 34 months from discussing the plan with the local community, now said local community only have a short amount of time to comment, it is unforgivable treatment of council tax payers. This proposal is to build these homes on prime agricultural land, land which is used to feed the nation, how is Britain going to feed it inhabitants if the best most fertile land is built on and paved over! The sustainability of the plan is flawed, with the proposal to build so many homes in such a remote tiny community with very few amenities and difficult, narrow and winding roads to access it on the further most boundary of the borough is tantamount to dumping just to fill a quota. 27 new homes are in the process of being built in the village, work started 18 months ago and in that time only 4 of the properties sold, the rest are standing empty, the next phase of the building program is for another 55 homes, it begs the question, how long is it going to take to sell those 23 + 55, will they stand empty and will the destruction of the prime agricultural land on which they have been built be a total waste? Then there's the possibility of another 200 homes to be built in a location where few people want to live, they would rather live on the outskirts of Preston which is just a few miles away and where there is an abundance of new homes to choose from at very competitive prices. Please let Inskip carry on being the small farming community that it is and don't let it be changed for the worse to fill a housing quota.	Remove allocation.	See council response to representations regarding SA1/13 Inskip Extension.
0869/P/03/C	Diane Saffery	SA1/13	N	When this is and has been for many years good quality agricultural land how can this be sound? Poor quality land exists elsewhere in the area which could be utilised before using good land. Has all available brownfield land been used? In a post Brexit UK do we not need more not less agricultural land? (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	Could a review of brownfield sites be shared with the local people?	See council response to representations regarding SA1/13 Inskip Extension.
0870/P/01/C	Simon Haley	SA1/13	N	Loss of best agricultural land in the village - not consistent with NPPF. Houses should be built on lower quality land.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0870/P/02/C	Simon Haley	SA1/13	N	No Consultation with Community over the Plan, Parish Council was gagged under a confidentiality agreement for 34 months. Unforgivable that the first the community hears about the plans for more houses in Inskip after 3 years in the making is just 6 weeks before all representations close.	None stated.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0871/P/01/C	Geoffrey Hogarth	SA1/13	N	Not positively prepared - does not give sufficient consideration to employment opportunities to sustain an increased need for housing. Employment in the area has started to decrease and this draft shows no sustainable plan for this to be reversed. There is no "Golden Thread" to steer development in the most appropriate areas and away from good quality farming land. Not the most appropriate strategy, as the Office for National Statistics report the population in this area of England is projected to increase at the lowest rate of all English regions, only 9% between 2008-2033. Also this is only one of two regions where the working age population is projected to decrease, therefore this is evidence there is no justification for almost doubling the size of this "small rural village". The plan is not effective as it contradicts itself in section 5.5.2 it states "The open and rural character of the countryside will be protected for its own sake. development which adversely impacts the open and rural character of the countryside will not be permitted". The proposed housing development in Inskip is not achieving sustainable development as stated in the NPPF. It cannot sustain an economic role, a social role or, an environmental role as stated in this framework (Page 2 section 7). It cannot contribute to building a strong responsive and competitive economy as the land proposed is of high quality and better leaving as agricultural land. Nor are there any foreseeable opportunities being guaranteed for employment. There is no social role to be fulfilled and there a minimal accessible local services available. This development would kill areas of biodiversity, use more natural resources and increase waste. Pollution would increase along with the carbon footprint.	Increase employment prior to agreeing housing development with an emphasis on rural areas particularly Inskip. Employment needs to be in areas appropriate for existing public transport and adequate infrastructure to accommodate increased housing.	The Strategic Housing Market Assessment sets out the relationship between population and household growth. The latest SHMA document takes into account the 2014 Sub National Population and Sub National Household projections. It explains that these are "starting points" (hence not "end-points") and are capable of refinement based on a review of the assumptions upon which they are based. See SHMA addendum 3 available at http://www.wyre.gov.uk/downloads/file/4226/wyre_addendum_3_oan_update_september_2017 It is noted that national population and household projections are "policy off". As explained in the Plan, there is indeed a strategic need for housing to retain and attract younger households to counteract the economic impact of an ageing population. For other matters, see council response to representations regarding SA1/13 Inskip Extension.
0872/P/01/GC	Robert Brooks	SA1/13	n/a	I feel that the amount planned is excessive. I believe that the number of houses planned will ruin the dynamic of the village and local area (6.5.2 (14)). This will also have a significant negative effect on places in schools and doctors in the local area (5.8.1). The village is too small to accommodate such a number. The appeal of Inskip is, in part, due to it being a small and rural community which I feel will be drastically altered by the building of these new properties. Furthermore I believe the roads in the area to already be in a state of disrepair and feel that this will only be exacerbated by the increased traffic that a rise in village population is sure to bring. In summary, Inskip is a small, rural community that does not wish to see its identity lost due to the building of new properties which it cannot accommodate.	Remove allocation.	See council response to representations regarding SA1/13 Inskip Extension.
0874/P/01/C	Kenneth Sutcliffe	SA1/13	N	Against the NPPF. Should be using less productive land, not prime agricultural. Loss of jobs on the farm whose land is being taken. No prior consultation with residents - kept secret for nearly 3 years.	Develop brownfield sites first.	See council response to representations regarding SA1/13 Inskip Extension.
0875/P/01/C	David Stubbs	SA1/13	N	Against the NPPF. Parish council gagged. Residents moving out because of inadequate public transport. Loss of prime agricultural land - not consistent with the NPPF - says houses should be built on lower quality land - has Wyre's quota of brownfield land building been met?	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0876/P/03/C	Isabel Olsen	SA1/13	N	Developments should be directed to low-quality land according to the NPPF, not built on Inskip's prime agricultural land. Inskip's roads flood regularly and the plans would make this worse. Already seen a decline in wildlife and the developments seek to aggravate this. Previous housing stock not sold so the development is not justified. The plans would eradicate open spaces impacting on the village feel.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.

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0877/P/03/C	Anthony Olsen	SA1/13	N	NPPF requires houses to be built on lower quality land. Inskip has good quality agricultural land. There are many non-agricultural areas/lower quality land on which to build. Flooding creates road closures at least twice a year. People live in Inskip for peace and quiet. They enjoy the wildlife. Will lose village identity and become a town. Very few of the current scheme under construction have been sold.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0879/P/01/C	Valerie Essex-Crosby	SA1/13	N	Not sustainable - too many houses for the roads which are too busy and for the size of the little village. Would not be a safe environment - car parking on roads near school.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0880/P/03/C	Jon Howson	SA1/13	N	Understand Local Plan in pipeline for three years but only aware three weeks ago. Parish Council silenced and unable to inform residents. Should have been consulted as massive change.	None	See council response to representations regarding SA1/13 Inskip Extension.
0881/P/03/C	Ian MacGregor	SA1/13	N	The NPPF states that prime agricultural land should only be used after sub-standard/brownfield sites have been used up.	Check for alternative brownfield sites/sub-standard sites.	See council response to representations regarding SA1/13 Inskip Extension.
0884/P/03/C	Derek Longstaff	SA1/13	N	Landowner can build on any field unless planning permission refused by Wyre council - has not happened so far. Inskip has good agricultural land. The NPPF says houses should be built on brownfield land. What brownfield sites are there near Inskip? Where is the data and what does it show?	Drop the whole plan to build more houses unless going to build a better community centre/village hall, hospital, dental surgery, and new (or extended) school,	See council response to representations regarding SA1/13 Inskip Extension.
0885/P/03/C	Stanley Stuart	SA1/13	N	No comments made.	None stated.	Noted
0886/P/03/C	Janice Desborough	SA1/13	N	Parish council unable to pass on any information to the community since October 2014 as bound by a confidentiality requirement. Remained in place despite repeated requests for it to be lifted until Draft Plan published in September 2017. Consequently no detailed information held by the Parish Council concerning the chosen site SA1/13 was passed to the community. Inconsistent with NPPF para. 155 which requires early and meaningful engagement. The Plan is unsound in this respect.	SA1/13 should be withdrawn as unsound due to lack of meaningful engagement.	See council response to representations regarding SA1/13 Inskip Extension.
0887/P/02/C	Graham Edwards	SA1/13	N	The plan will ruin the village. No infrastructure, lack of local jobs, poor roads and bus services. Wyre council will not look after older people in the area. Just a plan to dump loads of houses and say "job done". (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	Only a few bungalows and none being built. People looking for smaller properties but none available.	Local Plan policy HP2 is designed to address the issue of housing mix, including housing for older people. For other matters raised, please see council response to representations regarding SA1/13 Inskip Extension.
0888/P/03/C	Keith Bench	SA1/13	N	Too many houses will change the village and put a huge burden on local services. Over intensive. (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension.)	Reduce the number of houses.	See council response to representations regarding SA1/13 Inskip Extension.
0890/P/01/C	Brigid Teresa Stubbs	SA1/13	N	Against NPPF. Residents not consulted for 3 years. Now only 6 weeks to respond. Residents leaving village due to inadequate public transport. Develop lower grade agricultural land as consistent with NPPF. Has PDL target been met. (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	No comments made	See council response to representations regarding SA1/13 Inskip Extension.
0891/P/03/C	Brian Dearnaley	SA1/13	N	Refers to NPPF definition of sustainability and envisages that local plans should be a creative exercise in finding ways to enhance and improve the places in which people live. Little achieved by the Inskip Extension proposals as it:- <ul style="list-style-type: none"> • uses prime agricultural land (Grade 2) contrary to NPPF . The land to the north has been dictated by the landowners not preferred local site by residents; • Doesn't support food production / local farming which at the heart of rural life, • doesn't take full account of market and economic signals regarding demand for housing – no demand for new houses already built; • Inskip residents already have the highest commute in the borough. No employment, shopping, leisure, higher education proposed; doesn't address accessible to local services, • local highway was not built to take the traffic that will be generated. Existing standing water issues, runoff water from large scale housing development will adversely impact on the surrounding area Village will become main rural settlement by doubling housing stock without regard to impact on current residents and surrounding environment.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0892/P/03/C	Stephen Nuttall	SA1/13	N	The Parish Council was prevented from making this public for 34 months due to a confidentiality agreement. This is a travesty of democratic and open government on points which directly effect the local residents. That it is done by or on behalf of elected representatives only compounds the shabby treatment of council tax payers.	This plan needs to taker account of local concerns and the various related issues on sustainability commented on elsewhere in this submission.	See council response to representations regarding SA1/13 Inskip Extension.
0892/P/04/C	Stephen Nuttall	SA1/13	N	The NPPF states that housing should be built on lower quality land, 'brown-field' where possible, yet the plans impacting Inskip are using good quality agricultural land and there is little comment from Wyre Council on alternative brown-field sites.	(a) Explain why brown-field sites within the borough are not being considered prior to the loss of agricultural land; and (b) Expand on whether the quota of brow-field sites on Wyre have been met.	See council response to representations regarding SA1/13 Inskip Extension.
0893/P/03/C	Ellen Wilson	SA1/13	N	The Draft Plan is unsound and will fail during the proposed timescale. The main reason is, as shown in my response to Q1, that there has been a total lack of attention to identifying where development, particularly dwellings, is required. No attempt to justify need for dwellings in Inskip. The proposals in the Plan need to demonstrate an ability to achieve a target number of new dwellings and a developer who has land available. No meaningful development in Inskip for local employment required to support proposed housing. New occupants will have to commute to work. The road network to Inskip is very poor and often crowded. The Plan will increase the net export of labour above that shown in Paragraph 2.5.8. Should build dwellings in areas with better employment prospects. Many of the residents of Inskip are convinced that the Plan is doomed to failure due to the remote location, poor road network and absence of local employment, the market for housing in Inskip is fairly static. Current houses take over a year to sell. The developer has had substantially reduce the price of even the few houses already built. The local community has no confidence that there is any prospect of selling the quantity of new housing proposed for the Inskip Extension.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0894/P/01/C	Julia Mills	SA1/13	N	Para 2.6.1 becomes meaningless is plan for Inskip goes ahead. Inskip is a small farming community with high quality agricultural land. There is high flood risk in the area and Inskip brook regularly over flows and fields flooded even in low downpours.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.

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0894/P/02/C	Julia Mills	SA1/13	N	Agrees with para 2.9.3. Inskip has inadequate drainage and sewage systems. Derby Crescent has flooded and actually sewage in the road. Only Pinfold Road goes North out of village, where development is planned which is already inadequate. more cars/traffic will make it unviable. Roads East and West also regularly flood in light downpours making safety a serious concern. More traffic will exacerbate this issue.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0894/P/03/C	Julia Mills	SA1/13	N	How can doubling the houses fulfil paragraph 3.2.9 (healthier lifestyles). There will be no safe routes. Pathways are non-existent in places. With increased traffic our healthier lifestyle goes with increased risk of accidents and increased pollution.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0894/P/06/GC	Julia Mills	SA1/13	n/a	Two ad hoc issues to raise by way of objection: 1) S106 contributions are intended to be spent offsetting the effects of the scheme on the local area not funding public services. Wyre BC must make sure developers fulfil their promises. Wyre BC should disclose if there is a viability report to prove soundness. Has Wyre BC reviewed the financial viability of placing houses in Inskip given the extensive improvements to drainage, sewage, flood control and road infrastructure. Its disappointing that the PC had a 'gagging order' for 34s months and we only have 6 weeks to review 180 page document. 2) May have hard Brxit which will bring increased costs, we will look to 'buy British' so we will need high quality farmland. This is major source of income for years no one off from development. Wyre BC need to show that that are thinking commercially and economically in the interest of local area.	Object to the allocation of SA1/13.	The representation regarding S106 agreements is noted. The implementation of S106 agreements is part of the development management process. In relating to viability, the council's evidence base includes a report on local plan viability. The remainder of the comments are considered as part of the council's response to representations regarding SA1/13.
0895/P/01/C	Paul Desborough	SA1/13	N	SA1/13 is unsound as it has not met the requirements of the NPPF para. 55 regarding early and meaningful engagement. Parish council prevented from disclosing details - especially of the first preferred site south of Preston Road and last minute switch to the north of Preston Road - to the community - asked to treat as confidential by Wyre council. Issues and Options in 2015 contains nothing specific concerning plans for Inskip beyond listing all site that could be developed. Since that point any resident would have wanted to know which sites were to be developed, numbers proposed, arrangements for enhancement of key services etc. as proposals firmed up. No residents received any information beyond a bland leaflet from the Parish council. Since revealed that land to the south worked up to a mature state with advantages including located within the settlement boundary, use of lesser quality agricultural land, access to the primary school, proximity to existing new build 27 houses. This was suddenly dropped in summer 2017 on ground that the developer had withdrawn the site. Consequent allocation of land to the north of Preston Road - residents had no means of knowing they were affected. Wyre have developed plans in secrecy with the landowner.	Reject SA1/13 not consistent with NPPF clause 55.	See council response to representations regarding SA1/13 Inskip Extension.
0895/P/02/C	Paul Desborough	SA1/13	N	Cost of running one of the new build properties would require incomes of between £40k and £70k. Jobs at this income level are not available in the immediate area. Nearby Nightjar Way has been mentioned in supporting documents as a possible site for employment development but is a small collection of lock-up premises employing a handful of people - even if developed unlikely to contribute to the needs of the 255 new houses. Homebuyers will be obliged to commute. Will create 800-1000 single journey on local roads mainly during rush hour. Local roads rapidly deteriorating - subsidence in the case of Pinfold Lane, with blind corners and blind single vehicle pack horse bridges. Lancashire County Council highway evidence for the plan on the number of journeys from 200 houses is considered by local people as wrong. Only two lanes at the Inskip end of the route to St Michaels. One Pinfold Lane carried articulated lorries related to two local businesses, on top of farm vehicles, residents' car and other vehicles passing through. Other routes - Woods Lane - carries similar traffic with similar obstacles and restrictions. Also used as a "rat run" by commuters from the north trying to get to work to the west and south of the village. Regarded as fictional that the lanes can accommodate journeys associated with 255 extra houses. The LCC evidence is the only assessment of the rural road network surrounding Inskip. Issue of severe congestion as vehicles converge on the Broughton junction. Add commuters from the many developments & have a recipe for chaos. NPPF para. 34 supports developments that are located in places that minimise the need for travel. Plan for Inskip is not consistent with this. Draft Local Plan Policy SP2 states that it includes policies/proposals that minimise the need for travel - not the case.	Reject SA1/13 not consistent with NPPF clause 34.	See council response to representations regarding SA1/13 Inskip Extension.
0895/P/04/C	Paul Desborough	SA1/13	N	NPPF clause 112 requires local authorities to take into account the benefits of the best and most versatile agricultural land. LAs should use areas of poorer quality. Proposed land is Grade 2 agricultural land and flood risk 1. Earlier preferred site to the south grade 2 but flood risk 2 and 3. Land to the north of Preston Road is some of the most versatile in the area and been used recently for cattle and crops. Local Plan policy CDMP4 says development that will lead to the loss of best and most versatile agricultural land will not be permitted unless supported by other policies of the plan or unless demonstrated that the loss is outweighed by other planning considerations. Also says that where development is necessary, it should be on poorer quality land. The council should therefore find alternative lesser quality agricultural land.	Unsound - fails NPPF clause 112 and draft local plan policy CDMP4..	See council response to representations regarding SA1/13 Inskip Extension.

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0896/P/01/GC	Emma Butterworth	SA1/13	n/a	Total lack of community consultation in the development the Draft Wyre Local Plan where it affects Inskip. Parish Council gagged' from divulging any information whatsoever to the community under a confidentiality order imposed by Wyre Borough Council. The proposed addition of 255 houses to Inskip in the Draft Wyre Local Plan is unsustainable on many counts including: • the planned development is totally disproportionate to the current size of the village. • there would be a loss of its rural character, the 'villagescape' would be significantly and irreversibly changed, there will be a total loss of village identity as it becomes an urban sprawl and mid-sized settlement. • does not meet the NPPF (P5:8) 'i.e. to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it'. • congestion on surrounding village roads will be huge. Possibly 600 extra car journeys per day will be caused and most travelling north would travel down Pinfold Lane, an already dangerous small lane across a moss. • unavailability of suitable jobs within a reasonable commute • traffic congestion it will add to inappropriately narrow country lanes. • lack of appropriate levels of basic amenities and services. Health facilities in Great Eccleston at capacity • lack of primary school capacity and concern that funds from developments in the village have been, and will be diverted elsewhere. • loss of the best agricultural land in the area – contrary to the NPPF (P26:112) - land to the south of Preston Road is poorer quality and should be proposed. • insufficient incomes to be able to afford the new houses. Developer of existing scheme under construction released from their duty to build 30% affordable homes as they could not find a suitable Housing Association with which to partner. • new homes in Inskip struggle to sell. There is not the demand for housing in Inskip – due to its remoteness, lack of amenities and public transport. • Under the National planning framework (P12:34) – 'Plans and decisions should ensure that developments generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.' This is not being met with the plan for Inskip. Pinfold Lane extremely dangerous.	Reconsider SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0897/P/01/GC	Jonathan Palmer	SA1/13	n/a	Object local plan affecting Inskip, does not satisfy the social, economic and environmental standards and criteria which determine whether or not a development is sound or sustainable. The council appear to have sidestep objections from the local community. Majority of Inskip's local community are opposed to these proposals. 1: Negative Impact on the character of Village. The proposed plan will more than double and disproportionately increases the existing number of houses and the size and character will be changed irreversibly. Majority of residents feel a "village green" will not compensate for this. The infrastructure will not support the proposed 200 houses. 2: Unsuitable Location and amenities. Inskip is a small village with a mixture of housing and the farming industry. Unlike Great Eccleston, Inskip has no village centre and very limited amenities, basically a small school and two churches. New facilities would be required; Dentist, Doctors, Shops, Pharmacy etc. Increased population would bring with it a completely different mix of social requirements, not presently catered for in the village. It is not viable or realistic to build a large estate in a field with infrastructure to support it or to attractive potential buyers. This effectively means that every family will need to travel by car. 3: Potential highway safety issue from increased traffic accessing the village through a not fit for purpose road network. The country lanes in to Inskip are inadequate and Inskip is not accessible. All the roads are bordered via hedgerows and unlit after dark. No economy outside of farming. The new buyers would need to commute to and from work and it would be unsafe to add that number house without having first provided a safe road network and infrastructure surrounding the village. 4: Use of prime agricultural land to build commercially unsustainable housing. The land is prime high quality agricultural land, farmed for decades, creating an income for local farmers and an important part of the village heritage. This is inconsistent with NPPF which says that houses should be built on lower quality brownfield sites. The rationale for this location has not been made clear. The only requirement is for more affordable housing for residents who work locally. Housing does not sell quickly as people are don't want to buy houses in Inskip. 5: Inadequate consultation process and timeframe with residents, 6 weeks is not sufficient consultation for community who have vested interest. The local parish council share the same view. The council could have properly consulted the community and developed a plan that works.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0898/P/01/GC	Steven Haley	SA1/13	n/a	Homes in Inskip not sought after - especially not affordable small homes. Will end up with a housing stock of large family homes that are extremely expensive and many unsold. The market is currently flooded in this area with these types of property. Why are the houses not being built where they are demanded? Homes in Inskip struggle to sell. Only 5 of the 27 houses currently being built over the last 2 years South of Preston road are occupied. The developers have slowed construction due to lack of interest - why are more being planned to be built? It does not make sense to build housing in an area where they are not demanded when nearby in the same council they are sought after in Poulton. There are amenities available there along with lots of options for schooling and doctor unlike in Inskip. Housing proportions of the village will more than double. This development will change the status of the village including making it a main rural settlement under your new classifications. The small village will be completely lost with a development of this size. The planned development is totally disproportionate to the current size of the village. Under the National planning framework (P12:34) – 'Plans and decisions should ensure that developments generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.' This is not being met with the plan for Inskip. The main route north from Inskip is down the narrow rural route called Pinfold Lane. All of the cars from the housing estate (typically 350) would join Pinfold Lane making it even more dangerous. Green lane often suffers from extensive flooding therefore putting even more pressure on Pinfold lane as the only route north.	None stated	See council response to representations regarding SA1/13 Inskip Extension.
0899/P/03/C	Maureen Gogarty	SA1/13	N	The council is not building property in accordance with the framework which states that houses should be built on lower quality land e.g. brownfield sites. Has the council met its quota in the matter of using brownfield sites? Duty of care to council tax payers - lateness of consultation , 6 weeks before plan closed was the time that the community was informed. (WBC NOTE: It is likely that this is a reference to allocation SA1/13 Inskip Extension).	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0901/P/01/GC	David Schools	SA1/13	n/a	The Coalition government abolished nationally set housing targets and introduced the Localism Act in 2011. It's understood that despite this authorities are encouraged to calculate their own housing figures. Is the council able to demonstrate how they objectively assessed the needs for housing in this area?	Object to the allocation of SA1/13.	The amount of residential development has been informed by the Strategic Housing Market Assessment as explained in the Housing background paper.

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0901/P/03/C	David Schools	SA1/13	N	It cannot be said whether the plan has been positively prepared as there was no communication apart from that filtered to certain people. Therefore, justification for the development cannot be proved. The current state of facilities; roads, schools, health service, broadband point to a lack of effectiveness of extra housing in the area. Although the council's propaganda says otherwise, there's no proof that housing is needed which may be why current houses are struggling to sell. Therefore, there is no way the plans are consistent with the NPPF.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0901/P/05/GC	David Schools	SA1/13	n/a	The Localism Act (section 33A) has clear duties places in it, especially when read in conjunction with the NPPF. Can evidence be provided that shows how an assessment of good quality building land was conducted and reached, not merely that a land owner is willing to sell and the council willing to purchase in exchange for compensation. While this is understandable (depending on morals), what is not understandable is the loss of good quality agricultural land which is short-sighted in light of Brexit where Britain will be required to be more self-reliant on domestic food sources. To what extent has a Strategic Flood Risk Assessment been carried out? There are already parts of the village regularly inundated with water, which impacts on access and the daily lives of residents. United Utilities explanation of the cryptosporidium incident in 2015 is that run-off will increase when we have filled in the remaining ditches and overload the already weak drainage system. Similarly, has an appropriate Water Cycle Study been conducted to evaluate precipitation on the village's roads and fields? The opposition by LCC to the recent fracking application was included communication aspects of the local roads. How can the same road network suddenly be adequate when the minds of the local town planning are rested and their plans suited?	Object to the allocation of SA1/13.	The council's Site Allocations background paper describes the process by which sites have been identified for allocation. A Strategic Flood Risk Assessment (Level 1 and Level 2) has been carried out and has informed the Local Plan allocations. The SFRA does not identify any overriding matters that would suggest that it is inappropriate to allocate the land at Inskip. Any development will be subject to policy CDMP2 - Flood Risk and Surface Water Management. The evidence from LCC is that development within Inskip should be capped as a result of concerns about the capacity of the wider rural road network through Woodplumpton.
0904/P/02/C	Christopher Smith	SA1/13	N	The land is good agricultural land and not low quality which is not consistent with planning policy. Only two roads into the village which are small and narrow and struggle with traffic. The school is not big enough. Very little employment in the area. Already a long lead-in time to see a GP. Little public transport. No shop.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0908/P/01/C	Peter Taylor	SA1/13	N	Plan in respect of Inskip is not justified as reasonable alternatives have not been considered. Other options were put forward by the Parish Council - re-butted by Wyre Council which co-coerced the Parish Council to withhold information from the residents of the village.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0909/P/03/C	Susan Gornall	SA1/13	N	Complete lack of consultation between Wyre council and the residents. Inskip is a farming/rural community. Proposed houses are on prime agricultural land - not brownfield land - not consistent with national planning policy. Impacts on local farms making them unsustainable. Destroys the identity of the village. Massively disproportionate. Unjustified for the amount of jobs in the area. Not an area of choice for people moving from Preston/Blackpool as more suitable new housing near main employment areas. Inskip has poor public transport and poor facilities and poor access routes. Narrow lanes often flooded in winter and impassable. Subsidence is a major problem on Pinfold Lane. Land to the east of Inskip is flooded frequently and building more houses will exacerbate this.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0910/P/01/C	Jacqueline Wilson	SA1/13	N	No consultation with the community over the plan. Loss of the best agricultural land in the village. Unforgivable treatment of council tax payers.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0911/P/01/C	David Bannister	SA1/13	N	No consultation with the community due to a confidentiality agreement for 34 months. Only 6 weeks to make representations. Will be a loss of good/best agricultural land. Still brownfield sites available which should be built on before destroying prime agricultural land.	None stated.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0912/P/01/C	Donald Porteous	SA1/13	N	Loss of best agricultural land in the village - not consistent with NPPF. Houses should be built on lower quality land - brownfield sites. After Brexit will need the land to grow food. No consultation with the local community - Parish council gagged by a confidentiality agreement.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0913/P/01/C	Gary Timmins	SA1/13	N	Planning policy flawed and against national policy. No discussion with the public. - Parish council gagged. Seems very corrupt. After 3 years residents given 6 weeks. The planning has been rubber stamped on green belt and not brownfield land.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0914/P/03/C	Judith Wilson	SA1/13	N	Does not appear to have been sufficient consultation with residents as to whether this extension to the village (Inskip) is wanted or feasible. Insufficient infrastructure to support additional development. People have chosen to live in a village not a satellite to a larger urban area.	Remain as we are.	See council response to representations regarding SA1/13 Inskip Extension.
0915/P/03/C	Michael Wilson	SA1/13	N	References para. 5.5.2. Lack of consultation with residents. Lack of infrastructure to support the scale of development. Loss of good agricultural land - contrary to the NPPF - should be developing brownfield sites (WBC note - assume this refers to Inskip).	Plan cannot be sound due to scale of development (Inskip).	See council response to representations regarding SA1/13 Inskip Extension.
0916/P/01/C	Anne Dimmock	SA1/13	N	Lack of consultation with residents due to confidentiality agreement - against NPPF. Loss of best agricultural land. No data on brownfield sites being fully utilised. Should have more than 6 weeks after plan being three years in the making.	None stated.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0917/P/01/C	Martin Delaney	SA1/13	N	Refers to para. 1.2.1(3). Parish council gagged from informing villages about the local plan. Wyre council did not listen to concerns raised by the parish council. Lack of open consultation - Wyre council did everything in its power to ensure no engagement with residents. (WBC note - assume this refers to Inskip).	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0918/P/01/C	Carey Delaney	SA1/13	N	Refers to para. 1.2.1(3). Residents not informed in a timely basis - contravenes national planning policy. Residents have not been issued with or seen any data on brownfield sites. (WBC note - assume this refers to Inskip).	Land in Inskip needs to be assessed. Why haven't brownfield sites been assessed? Has Wyre quote for building on brownfield sites been met?	See council response to representations regarding SA1/13 Inskip Extension.
0923/P/01/C	Judith Frost	SA1/13	N	References para. 5.2.2. Regarding plans for 255 dwellings in Inskip. Time given to digest proposals thwarted by a gagging order on the Parish Council. Inskip not a natural candidate for growth - does not offer employment. General facilities sparse. Existing houses difficult to sell. Must be more appropriate areas. Proposed land is precious, fertile agricultural land. Proposal is massively disproportionate to the size of the village & would undermine the distinct identity of the village. Problematic infrastructure - Pinfold Lane adjacent to the site is a narrow country road with a subsiding surface and deep drainage ditched. Passing farm vehicles difficult & almost impossible in winter conditions. Surrounding roads prone to flooding. - increased building could exacerbate the problem. Development will put more pressure on overstretched health services at Great Eccleston.	Reconsider the Plan concerning Inskip.	See council response to representations regarding SA1/13 Inskip Extension. With regard to Great Eccleston, the council has set out its approach to infrastructure provision in the Infrastructure Delivery Plan. The IDP recognises that most residents in Inskip use the facilities at Great Eccleston which are already at capacity and proposes relocating the existing practice into a new facility which will help resolve existing capacity issues at the current practice and deliver new models of care development. The Publication Draft Local Plan includes this health provision at Great Eccleston as part of mixed use allocation SA3/3.

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0928/P/01/C	Helen Smith	SA1/13	N	The plans do not accommodate the elderly nor are they affordable family homes for those on low income. The development is far too large and would overwhelm the road network and services. The plans also threaten the environment killing flora and fauna.	A smaller quantity of environmentally friendly homes suited to local needs (e.g. elderly).	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/01/C	Robert Griffiths	SA1/13	N	Refers to paragraph 1.2.1 (3), Plan states stakeholders were engaged but there was a confidentiality agreement between the Parish Council and the council and concerns by the Parish Council went unheard. This isn't consistent with national policy.	The Wyre Local Plan should acknowledge that the lack of open consultation is considered unacceptable by the local community.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/02/C	Robert Griffiths	SA1/13	N	Refers to evidence base list, section 2.8. The Plan is not justified as the highways evidence does not encompass constraints on rural lanes. Pinfold Lane is unsuitable and an accident blackspot. Doubling the village capacity will only make the risk of serious accidents worse.	The Highways Evidence needs to be re-visited taking into account the poor state of the rural lanes, and the number of additional dwellings allocated at Inskip and St. Michaels needs to be re-visited accordingly.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/07/C	Robert Griffiths	SA1/13	N	The "Wyre Local Plan Issues and Options" in June 2015 proposed three spatial distribution options, with Option 3 (Dispersal), stating moderate development at Inskip. Para. 6.27 states "the release of site on the edge of all rural settlements would need to be carefully considered to ensure that the expansion of these settlements is not disproportionate and does not have an unacceptable impact on the character of rural areas". The development at Inskip fails these criteria and can only be described as a massively disproportionate and unsustainable scale of development. Nor can it be represented as equitable when compared with neighbouring settlements. The allocated housing is not being shared between Inskip and St. Michael. In response to the earlier "Wyre Local Plan Issues and Options" the Parish Council advised approximately 50 additional dwellings. The moderate expansion of the housing stock at Inskip proposed by the Parish Council reflects the infrastructure deficit at Inskip and reflects public opinion (73% oppose further development).	It is recommended that the Local Plan is amended to reflect a moderate scale of extension to the core Inskip settlement as proposed in the earlier "Wyre Local Plan Issues and Options" in June 2015, adding no more than 50 additional dwellings to the current and approved housing stock.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/08/C	Robert Griffiths	SA1/13	N	Refers to policy SP1. There is no indication as to the basis for the 'promotion' of Inskip from Small Rural Community to Main Rural Settlement. The net result is that Inskip takes a majority (64%) share of the 19.5% of housing growth allocated to the Main Rural Settlements which is both inequitable and unjustifiable. It appears that St. Michaels and Inskip have been grouped together in order to leverage the excellent highways access to major trunk routes that St. Michaels benefits from in order for additional housing at Inskip	The Local Plan needs to justify that the allocation of housing across the various settlements is equitable, or where the allocation is inequitable then this needs to be justified.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/09/C	Robert Griffiths	SA1/13	N	Refers to policy SP2. The level of development proposed in Inskip is unsustainable. There is a lack of local infrastructure and services at Inskip: <ul style="list-style-type: none"> • Nearest Health Centre and Dentist in Great Eccleston; • Nearest hospital and ambulance station is at Fulwood; • Extended response times for all emergency services; • Nearest shops are also at Great Eccleston; • Nearest supermarkets are at Kirkham and Fulwood, Garstang and Poulton; • No locally based taxi service; • Very limited bus service; • Secondary school students are bussed to either Garstang, Broughton, Kirkham or Poulton); • There are no transport facilities; • And the very limited job opportunities: • Local job opportunities limited to farming; • Most working age people have to commute out for work (20, 40, 60, or more miles); • The nearest train station is at Kirkham; • Nearest access to the motorway network is M6 Junction 32 	The Wyre Local Plan needs to offer a level of development that is sustainable and is commensurate with the extremely modest infrastructure delivered in this remote rural setting (up to 50 additional dwellings maximum).	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/11/C	Robert Griffiths	SA1/13	N	Refers to policy SA1. The Site Allocations Background Paper details 8 sites at Inskip' of which 4 were 'short-listed' and all in the same ownership. There is no evidence that land holdings put forward by other landowners were given serious consideration.	All potential sites should be treated equitably.	See council response to representations regarding SA1/13 Inskip Extension.
0931/P/12/C	Robert Griffiths	SA1/13	N	The development being proposed does not constitute organic growth but constitutes disproportionate scale of incursion into open countryside along two boundaries of the existing village (both north and west). The site consists some of the best Grade II agricultural land in the area. The fields to the north include several ponds supporting pond-life including newts, coots, and moorhen. This grassland has traditionally supported the grazing of a plethora of wildlife including deer, owls, oystercatchers, pheasants, and geese, and in particular supports a number of ground-nesting birds including corncrake, lapwing, and curlew. It is recommended that consideration is given to revising the Wyre Local Plan and allocating land for development with lesser agricultural, ecological, and amenity value. Parish Council acknowledged that development to the south of Preston Road was the preferred option for the following reasons: (i) further development to the south of Preston Road would "round-off" the core village (ii) it would be less disruptive to a larger proportion of the residents of the existing settlement. (iii) further development to the north of Preston Road would result in an unbalanced settlement profile, It is understood that the land to the north of Preston Road was favoured to the south as the landowner was unwilling to 'buy-out' the farm tenancy in the short term. However, landowner will still wish to develop so it is recommended that land be allocated in this Plan to the south of Preston Road.	It is recommended that any proposed Inskip Extension be located to the south of Preston Road.	See council response to representations regarding SA1/13 Inskip Extension.
0933/P/01/C	David Foulds	SA1/13	N	Responding to the proposed scheme affecting Inskip. The plan states that the proposed development is at low risk of flooding, however while this may be true for the subject land, other areas of the village that are at a "High Risk of Flooding from Surface Water", see attachment. My concern over the new developments is the reduced surface water retention potential of a Tarmac and roofed landscape as opposed to farmland. My specific worry from all this is increased surface run off is being sent into Inskip Brook at the South end of the village which threatens houses on Derby Crescent, and this water pooling around Mill Close. During the heavy rains of winter 2015 when St. Michaels flooded, 4 miles from Inskip, the Southern dyke was disturbingly high. Derby Crescent was at risk with surface run off from the North and the dyke to the South. I have highlighted the run off routes in an attachment. Climate change is upon us, need to include these factors when considering new developments.	Object to the allocation of SA1/13.	Any development of the site will be subject to policy CDMP2 - Flood Risk and Surface Water Management.

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0934/P/01/C	Sam Hill	SA1/13	N	References Policy SP2. Regarding Inskip extension, the plan is not sound because: 1. 200 houses to be built on very good agricultural land when there is lower grade land (NPPF para 112) and "brown field" sites within Wyre. 2. Building on agricultural land will inevitably compromise (the UNGA resolution 42/187) the country's ability to feed itself now and in the future. NFU predicts 50% food imports. Global population is increasing which will diminish global food resources and increase food costs, reducing the ability of future UK generations to meet their needs and is contrary to the resolution stated above. 3. Building on agricultural land around Inskip is contrary to NPPF page 2. Very little employment within Inskip and vast majority of the Inskip working population commute to work. 4. No village amenities, poor bus service. The elderly require buses to access facilities. The development would bring extra cars going against governments reducing emissions aim. 5. Increased traffic on poor rural roads. Pinfold lane has unreported accidents particularly in winter as it is not gritted. 6. Extra traffic will use the Thistleton junction along the local network of small C and B class roads and then onto either the A585, A586, A583, A6, M6 and M55. 7. Local Health Centre in Great Eccleston has stopped taking on patients, 3 week wait. 8. Housing under construction not selling - evidence no need in Inskip. 9. Locating additional housing in Inskip does not contribute to the stated vision of encouraging walking and cycling due to the distance from amenities, increase in dwellings will increase car journeys to amenities. 10. Loss of beautiful views, countryside to walk in around the village. 11. Loss of three ponds which wildlife use. 12. Primary school is small, where is the money coming from to build larger school. 13. Neighbouring village of Elswick is being treated fairer than Inskip. Fylde BC used a different classification system. Also Fylde BC did not gag Elswick Parish council therefore their residents were aware of the plans well in advance.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0935/P/01/C	Claire Nash	SA1/13	N	The NPPF seeks to promote sustainable transport options. Section 30 encourages solutions which support reductions in greenhouse gas emissions and reduce congestion. The new development (SA1/13) will be required to commute for long distances and is clearly going to increase congestion and thus increase greenhouse gas emissions. Local Plans should also support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. As there is a limited bus service and the roads are unsuitable for cycling, most of the new residents would be reliant on their car. This cannot be seen as development facilitating sustainable modes of transport.	The number of houses proposed for SA1/13 in Inskip should be sited in an area whereby cycling or walking to a main area of employment is possible.	See council response to representations regarding SA1/13 Inskip Extension.
0936/P/01/GC	Darren and Rebecca Rogers	SA1/13	n/a	Local services such as doctors, schools and dental surgeries will be unable to cope with additional residents. Road network will become even more congested and are currently in poor condition. Houses have struggled to sell in Inskip, and the loss of open space cannot be compensated by a few trees/green patches within estates which will result in loss of character and attractive as a rural quiet village. Flooding is an annual occurrence in Inskip and sewerage pumping stations are running at full capacity. The drainage for any new dwellings will go into the same pumping station but future sites should not utilise other sewers and should be drained elsewhere to avoid exacerbating these problems.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0958/P/02/C	Gordan/Steph Humpreys	SA1/13	N	There was a lack of time given before representation was closed because the local Parish Council was gagged under a Confidentiality agreement for almost three years. As such, erroneous comments made within the plan could not be properly answered and there was no consideration for local's rights, which I believe may have even been a breach of human rights under the act of 1998. Therefore it is not justified and breached the NPPF as it failed to give sufficient notice or create an appropriate forum for those directly affected, also impinges the rights of locals.	Substantial losses of some of the best agricultural lands in and around the village will increase run off increasing the risk of flooding. The NPPF says that housing should be built on low-quality/brownfield sites, and therefore, it should be questioned as to why this development should go ahead in a quiet village which is without sufficient facilities. As there has been no data provided with respect to brownfield sites, we do not know whether this has been considered.	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/07/C	Joanne Griffiths	SA1/13	N	Given the dispersal option which calls for 'moderate' development at Inskip the plans are for a massively disproportionate and unsustainable scale of development. Nor can it be considered equitable when compared with neighbouring settlements. The proposal fails on the following criteria. The Wyre Local Plan Issues and Options document from June 2015 stated at Para. 6.27. that "the release of sites on the edge of all rural settlement would need to be carefully considered to ensure that the expansion of these settlements is not disproportionate and does not have an unacceptable impact on the character of rural areas". There's already two unpopular developments in the pipeline at Inskip with the majority of residents (73%) opposing further development.	Local plan should be amended to reflect moderate extension to the core Inskip settlement as proposed in the earlier Issues and Option document, adding no more than 50 dwellings to the current and approved housing stock.	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/09/C	Joanne Griffiths	SA1/13	N	Refers to SP2. Does not reflect the NPPF in delivering sustainable development as there is a lack of local infrastructure and services in Inskip. There are also limited employment opportunities and therefore most working people commute long distances to work each day.	The Local Plan needs to offer a level of development that is sustainable and is commensurate with the extremely modest infrastructure delivered in this remote rural setting (50 dwellings maximum).	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/11/C	Joanne Griffiths	SA1/13	N	The Local Plan allocates a total of 255 dwellings to the Inskip extension site (SA1/13). There is no evidence that anything other than the four short-listed locations listed in the Site Allocation Background Paper, September 2017 have been given serious consideration. The plan is not justified as the analysis of potential developments sites is open to challenge.	All potential sites should be treated equitably.	See council response to representations regarding SA1/13 Inskip Extension.
0959/P/12/C	Joanne Griffiths	SA1/13	N	The proposed Inskip extension should utilise important key vistas into the adjoining countryside providing a rural transition zone. This development, however, constitutes disproportionate scale of incursion into open countryside and utilises grade II agricultural land that is important for wildlife. When Inskip Parish Council met with Wyre planning officials in the past, it was acknowledged that development to the south of Preston Road is preferable for the following reasons: (i), it will round of the core village, (ii) it would less disruptive to current residents and (iii), further development to the north would result in an unbalanced settlement profile.	Development should be located to the south of Preston Road.	See council response to representations regarding SA1/13 Inskip Extension.

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0962/P/05/GC	Metacre Ltd	SA1/13 EXT	n/a	Support the allocation SA1/13 however consider that the allocation could be expanded bearing in mind the fact that the council is unable to meet its OAN. Inskip is a sustainable settlement with a range of services that will be enhanced further through the allocation (new village green, local shop, land for an extension to the village school).	Expand allocation.	Expansion of the allocation would be contrary to evidence on highway capacity and hence is inappropriate.
0971/P/01/GC	Stephen Esmond	SA1/13	n/a	The development threatens Inskip's appeal as a small village in the open countryside. No local need for housing given the limited employment opportunities and overstretched local facilities (e.g. public transport, medical) making it difficult to sell homes. Assuming that the houses are sold, the increase in commuter traffic will but significant burden on the already poor road network and enhance accident risks. The development is not sensible given that BAE systems is currently laying thousands of people off.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
0972/P/01/GC	David Morley	SA1/13	n/a	Area is unable to sustain further housing due to lack of infrastructure and services, which are already at breaking point. Late to notify residents which is unfair. Crumbling roads and pavements are dangerous posing hazards which will be aggravated with further developments.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0973/P/02/C	Eileen Dearnaley	SA1/13	N	Post-EU considerations are not addressed as prime agricultural land would be lost which is not in accordance with the NPPF. Does not include the services / facilities required to maintain the needs of a larger population. Limited local demand for housing as current stocks are not selling. Does not address ongoing flooding issues.	Retain prime agricultural land with development directed to brownfield and lower class sites. Provisions made to attract employment. Firm proposals to address flooding problems.	See council response to representations regarding SA1/13 Inskip Extension.
0976/P/01/C	Georgina Miller	SA1/13	N	Use of prime agricultural land for housing that will never sell, particularly valuable now we're leaving the EU. Why aren't you using brownfield sites instead as suggested in the NPPF.	Evidence of WBC investigating all brownfield sites before they build houses in Inskip.	See council response to representations regarding SA1/13 Inskip Extension.
0980/P/01/C	Joanne Thornton	SA1/13	N	The development threatens Inskip's character and appeal as a small village. Houses at Ash Meadow are slow to sell due to the congested road network and lack of amenities so there isn't enough interest in the housing to warrant further sprawl. The types of housing being built are not affordable. The additional homes will put pressure on services affecting waiting times at doctors/dentists. Additionally, the road network is in a state of disrepair with subsidence issues and numerous potholes, the additional housing will increase congestion levels and accident risk along the narrow roads with blind corners. The development should use brownfield sites rather than utilising Inskip's high-quality prime agricultural land that is needed for farmers to make a living. Residents had no consultation because the Parish Council was obligated to deny the local community a say in the development which goes against the NPPF.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0982/P/01/C	Ruth Pye	SA1/13	N	Was only recently informed by Parish Council about the Inskip extension due to confidentiality papers. This is wrong because the NPPF says that local communities should be involved throughout the process. The village is surrounded by high quality agricultural land which will be lost. Should consider lower quality or brownfield land instead in accordance with the NPPF.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0984/P/01/C	Brenda Lownsbrough	SA1/13	N	Should have been more consultation with locals. The development would result in the loss of high-quality prime agricultural land that is needed for farmers and wildlife.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0986/P/01/C	Russell Thersby	SA1/13	N	Not had enough time to get responses together	None.	Noted
0987/P/01/GC	Elaine Deegan	SA1/13	n/a	Impact on rural feel, character and setting. Cannot understand WBC conclusion to designate large amount of housing land in a relatively isolated settlement. Other settlements have more service and employment access than Inskip. Inskip has few facilities – only has a primary school, bowling club and pub. Governments recent figures show Wyre requires around 310pa, whereas the Local Plan proposes around 480pa – this is a discrepancy. The number should be more easily accommodated in the larger towns/villages rather than rural Inskip. No need for housing in Inskip, existing new development slow to sell - at this rate will take 50+ years to build 255 houses. Following national guidance, development should be in sustainable locations close to jobs, services and facilities to avoid commuting. Only agricultural and related jobs in Inskip, considerable journey to employment and services. Local flooding will increase from greater areas of hardstanding from the development – actual consequences difficult to predict. Main reason to allocate land because in same ownership as current development – this should not be determining factor.	Support need of Local Plan to prevent speculative development and appeals, buA154:H154t Local Plan should be rewritten: - More transparent approach to plan-making. Local community ignored, only recently aware of proposals which are fait accompli; - Replace plan which reflects Governments latest annual housing numbers which involves reduction in housing required; - Withdraw Wyre Addendum 3 as superseded by Governments latest annual housing numbers; - Allocate brownfield land in towns and larger villages first where appropriate services and facilities - More transparent method for site selection - Delete site allocation SA1/13 Inskip Extension	See council response to representations regarding SA1/13 Inskip Extension.
0988/P/03/GC	Alma MacGregor	SA1/13	n/a	Inskip is a small out of town oasis. No infrastructure to sustain housing growth – poor transport system to retail. Narrow roads, heavy vehicle use through village and past school. Housing growth will create extra cars. Pinfold Lane is narrow and dangerous. New houses built are struggling to sell, existing houses are difficult to sell. Additional houses will put pressure on doctors and dentist. North Preston Road is prime agricultural land, land will be required after Brexit.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
0989/P/01/GC	Lynda Whaite	SA1/13	n/a	Disproportionate to existing size of the community. Alter village character Large extension outside village boundary on prime green land. Loss of agricultural land – asset to enable future generations to feed themselves. Generate hundreds of commute journeys am/pm weekday. Roads already struggle and development will generate congestion. Should locate houses near to employment. Should protect residence country/village life. Has been a large change in the environment and should not deteriorate further.	Plan should be revised that is more suitable for the area.	See council response to representations regarding SA1/13 Inskip Extension.
0990/P/01/GC	David Whaite	SA1/13	n/a	Object to the construction two hundred houses in Inskip – this will double the housing stock. Existing roads, Infrastructure and services cannot sustain this increase. Loss of agricultural land – unable to sustain/feed nation without land. Housing should be within comfortable commute to work.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
0991/P/03/C	Eileen Kirby	SA1/13	N	Village is a rural community bordered by excellent quality farm land. Refers to paragraph 112 NPPF – has all WBC lower quality farm land or allocation been used?	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0993/P/01/GC	Jennifer Howson	SA1/13	n/a	Objects to SA1/13. Another 200 homes will double housing stock, turning Inskip from small rural settlement into large housing sprawl.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.

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0993/P/03/C	Jennifer Howson	SA1/13	N	Three years to produce the Local Plan but Parish Council silenced and only found out about consultation six week before consultation ends which is unacceptable.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0994/P/01/GC	Bernadette Ronson	SA1/13	n/a	Concerned Parish Council silenced for 34 months and villages only six weeks to appeal. No consultation with community affected. Inskip will become settlement with large amount of empty properties. Extra housing will increase congestion on roads and narrow lanes. Regular flooding on Carrs Green and Woods Lane results in road closures and congestion. Preston Road reduced to one lane with school drop off/collection. Serious accident inevitable if development occurs. NPPF states houses should be built on lower quality land, proposed allocation on prime agricultural land. Inskip is an agricultural area and development will change the village character. Development not in best interest of Inskip and community. Development is disproportionate to Inskip. I object to more housing development in Inskip.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension. The period for consultation of 6 weeks is considered sufficient to ensure that communities and individuals are able to assess the plan and make any appropriate representations and is not an unusual period local planning. There is no relationship between the time it takes to draft a document and its evidence base and the length of consultation periods. The councils approach to consultation and engagement is set out in the Statement of Consultation.
0995/P/16/C	Inskip Residents' Action Group	SA1/13	N	Based on local residents experience of using local roads, 200 new homes is not an appropriate housing number shared between Inskip and St. Michaels. Against assumption of no housing in St. Michaels based upon flooding – flood risk classifications change. Constraints on Inskip include highway, flood risk and high quality agricultural land. Oppose site assessment methodology assumptions. Site selection of North of Manor Road – part mineral safeguarding; BMV grade 2; includes ponds Issues and Options paper showed parcel of land to north of Manor Road. But potential area proposals has been centres north of Preston Rd/Pinfold (for 77 dwellings) and around Hodginsons farm (310 houses) down to the brook. Inskip Parish Council originally wanted to centre housing around the Derby Arms Public House to centre village around pub. This was unacceptable to WBC due to Ethylene Pipeline and some Flood risk. WBC Chief Executive in talks with Parish Council suggest concentrate development on south of Preston road instead as next best option. This was understood the way forward at March 2017, and during April/June period. The landowner then withdrew this land from consideration. Land to north and south of Preston Road has same SHLAA status as 'final site' – if all final sites included we must question the means of which final site selection has emerged. Planning assessment of Inskip sites expected so residents informed about site selection reasons. Anecdotal evidence suggest land north allocated as only one landowner involved compared to south which also includes a tenant farmer. Plan will last for 20 years, many other planning factors should have been addressed in a transparent way. If north allocated as it is a 'final site', concerned that land to south will be seen as an easy next phase development based on 'final classification'	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/17/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13 site description – allocation is predominantly north and west of the village, allocation is in two directions not one.	None stated	Site description to be updated to better reflect the site allocation. Minor Modification: Update site description to refer to north and west of Inskip.
0995/P/18/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet one regarding masterplan – homes already being built, cannot agree masterplan before granting permission. 27 houses given planning permission and under construction in 2016 but this is not included in calculations, the 27 should be acknowledged in the Plan and 27 dwellings removed from the allocation. No reference to planning status of the masterplan, how would it be binding, would it be a new S106 for the whole site. Will the developer produce the masterplan – no reference to how community involved in masterplan – need full local consultation on masterplan.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	The mechanism for producing a masterplan will be set out in a Supplementary Planning Document as set out in para. 1.3.5 of the Publication Draft Local Plan. Para. 9.1.6 sets out the position whereby a part of an allocation gains a planning permission in advance of a masterplan. The table under para. 4.1.8 sets out the total supply for Inskip and includes the 27 dwellings now under construction (within the one completion and 81 with a planning permission). The highway evidence already takes into account commitments as of February 2017 - this includes the 27 dwellings mentioned. Hence there is no need to reduce the allocation by this amount.
0995/P/19/C	Inskip Residents' Action Group	SA1/13	N	SA1/13, bullet two regarding landscape and green infrastructure – development should accord with the Inskip rural character. Reduce allocation and green development.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/20/C	Inskip Residents' Action Group	SA1/13	N	SA1/13, bullet three 'organic extension' – due to scale of development it cannot be organic extension.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/21/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet four regarding flood zone 1 – recent flooding in Fylde area, each year in fields and key local roads. Flood risk increase from developments hard standing. Mill Close already receives run off. This is not included in the policy proposal, cannot rely on Environment Agency. WBC should commission an independent flood risk assessment for Inskip prior to making decisions about allocating large scale development.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/22/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet five regarding Inskip Brook as a Main River – recent flooding in Fylde area, each year in fields and key local roads. Flood risk increase from developments hard standing. Mill Close already receives run off. This is not included in the policy proposal, cannot rely on Environment Agency. WBC should commission an independent flood risk assessment for Inskip prior to making decisions about allocating large scale development.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/23/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet six regarding HRA – developer as part of planning permission have undertaken ecological surveys and no significant value on site. However, residents aware of Barn Owls, Woodpeckers, ground nesting birds, skylarks, Egret and Corncrake. Also migratory birds include Pink Footed Geese, Greylag Geese, Hooper Swans and Woodcock. Independent ecological appraisal required before decision to allocate site for housing.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	The criteria links with the avoidance/mitigation measures identified in the Local Plan Habitat Regulation Assessment Report (HRA) in relation to European protected sites. The Local Plan HRA has been agreed with Natural England.
0995/P/24/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet seven regarding land for school – important existing schools are expanded. Predictions normally over estimate births and school sites identified but never built. Such an area should be permanently reserved for school or other community use, should not be a future housing phase.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	Policy SA1/13 key development considerations (1) identifies that land directly to the west of the existing school should only be used for an extension to the primary school.
0995/P/25/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet eight regarding convenience store – planning permission 16/00481/OUTMAJ already includes condition for convenience store not to exceed 500 sq m gross, policy restricts this to 400 sq m – policy inconsistency.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	Omission in policy. Policy to be updated to reflect approved permission. Minor Modification: Update SA1/13(8) to 500 sq metres.

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0995/P/26/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet nine regarding nature conservation – developer as part of planning permission have undertaken ecological surveys and no significant value on site. However, residents aware of Barn Owls, Woodpeckers, ground nesting birds, skylarks, Egret and Corncrake. Also migratory birds include Pink Footed Geese, Greylag Geese, Hooper Swans and Woodcock. Independent ecological appraisal required before decision to allocate site for housing.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/27/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet ten regarding mineral safeguarding – significant amount of site is within mineral safeguarding area. No evidence how policy M2 in Joint Lancashire Minerals and Waste Local Plan (2009) has been assessed for the site.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0995/P/28/C	Inskip Residents' Action Group	SA1/13	N	In reference to SA1/13, bullet eleven regarding heritage assets – Lancashire Archaeological Advisory service on planning application 16/00481/OUTMAJ advised that there could be archaeological finds and programme of investigation should be undertaken and scheme of mitigation. These matters should be investigated further before final decision to allocate site.	Delete SA1/13 from table SA1. Set out site specific criteria based upon sustainable development principals, future infrastructure capacity, spatial planning criteria and national guidance – re-assess all sites.	See council response to representations regarding SA1/13 Inskip Extension.
0996/P/01/C	Glenda Cummings	SA1/13	N	Not consistent with the NPPF. Parish Council unable to release information to the public due to the confidentiality agreement lasting 3 years.	NPPF directs new housing to brownfield land. However, prime agricultural land is to be used. Urban sprawl will change the nature of Inskip irrevocably.	See council response to representations regarding SA1/13 Inskip Extension.
0997/P/01/C	Samual Adair	SA1/13	N	No consultation. Loss of agricultural land increasing flood risk.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0999/P/02/C	Darren Cross	SA1/13	N	Sewage drainage issues on Derby Crescent, more houses will make this worse. Houses currently for sale not selling. Lack of services, doctors, schools, parking, roads and pavements not adequate.	Don't build more houses; new houses to small for the prices (too expensive) therefore not selling. Inskip would not be a village anymore.	See council response to representations regarding SA1/13 Inskip Extension.
1000/P/01/C	Judith Esmond	SA1/13	N	The development threatens Inskip's unique character and identity as a village and will increase commuter traffic degrading the already poor road network and increasing accident risks. No local need for housing given the limited employment opportunities and local facilities (e.g. public transport, medical) making it difficult to sell homes. Given Brexit increases pressures on local food supplies (self-sufficient) prime agricultural land such as this should not be developed, as the NPPF directs such developments to lower grade land. The lack of consultation with locals due to confidentiality agreement with the Parish Council lasting 3 years, which goes against the NPPF.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1002/P/01/C	Marlene Hindle	SA1/13	N	NPPF directs developments to low quality land. However, housing is proposed for good quality agricultural land. Has Wyre's quota for brownfield sites been met, if so where is the data? Impacts to village life and the future of the country.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
1003/P/01/C	Janet Marsden	SA1/13	N	Gagging order imposed on the Parish Council for 34 months, limiting resident's time to prepare objections – is this legal practice, doesn't seem fair. Proposed land is prime agricultural land. Proposal is not sensitive, disregards resident's opinions, disproportionate to village size, changing village way of life. Increase traffic levels not good - some lanes regularly flood and lanes narrow. People live here for peaceful village life – development with threaten this. Wildlife in surrounding fields at risk. Development will make landowner money but at consequence of Inskip people and wildlife.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1004/P/01/GC	Julia Diaper	SA1/13	n/a	The Inskip (Pinfold Lane) site has already been rejected on transport grounds. However, it remains in the Local Plan site SA1/13.	Object to the allocation of SA1/13.	SA1/13 has not been rejected on transport grounds.
1004/P/02/C	Julia Diaper	SA1/13	N	Contrary to the strategic policies of the plan. 74% of residents are against the village extension of 200 dwellings. Also, there is no economic growth or local need for more housing; only 5 of the 27 currently up for sale have sold and the 55 approved dwellings are unlikely to be built anytime soon given the lack of demand. No local requirement for further development. The plan does not cater for Senior School requirements. Currently, older children mainly attend Garstang Academy. However, the developments along the A6 corridor and Garstang will mean that the school will struggle to expand to meet local requirements. Broughton High School will also struggle due to the North Preston expansion to the detriment of Inskip. The plan does not consider the serious North Preston expansion and the additional volumes of traffic going through Inskip from Elswick and Great Eccleston. The 200 dwellings (St Michaels and the A6 via Pinfold Lane) have already been rejected in the Wyre Local Plan 2031 Sustainability Appraisal and thus the SA1/13 site should be removed. Pinfold Lane is subject to subsidence and too narrow for lorries to pass. This is dangerous due to the ditches beside the road.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1004/P/03/C	Julia Diaper	SA1/13	N	References policy SP4 Countryside Areas. 74% of residents are against the village extension of 200 dwellings. The proposed development is outside any previous Settlement Boundary proposed for Inskip and is lob-sided. Contrary to SP4 - doesn't support the local community.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1004/P/04/C	Julia Diaper	SA1/13	N	References policy SP8 Health and Wellbeing. The Great Eccleston Health Centre is overstretched and no longer taking new patients. There are no plans to provide additional facilities to meet the needs of new residents, which will likely be left without health care.	Object to the allocation of SA1/13.	The need for additional capacity in health care at Great Eccleston Health Centre is recognised in the Infrastructure Delivery Plan. This states that "There is a need for a new surgery to be constructed to accommodate the increased Eccleston (and from surrounding areas). This will be a relocation of the existing practice and will help resolve existing capacity issues at the current practice and deliver new models of care." Allocation SA3/3 includes a requirement for a new health centre.
1005/P/03/C	Cecilia Reynolds	SA1/13	N	Was not informed about the housing development by Parish Council for 3 years. Proposal not conclusive with lack of infrastructure.	Difficulty selling properties due to remote location.	See council response to representations regarding SA1/13 Inskip Extension.
1006/P/01/GC	Paul Marsden	SA1/13	n/a	Will create traffic problems. Pinfold Lane is very narrow/blind bends, not suitable for HGVs, no pavements. Used more when Wood Lane is flooded. Wagons from existing housing development creating problems. Loss of grade A agricultural land. Must be better suited land elsewhere in Wyre.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.

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1006/P/02/C	Paul Marsden	SA1/13	N	Gagging order imposed on the Parish Council for 34 months, limiting resident's time to prepare objections – is this legal practice, doesn't seem fair. Proposed land is prime agricultural land. Proposal is not sensitive, disregards resident's opinions, disproportionate to village size, changing village way of life. Increase traffic levels not good - some lanes regularly flood and lanes narrow. People live here for peaceful village life – development with threaten this. Wildlife in surrounding fields at risk. Development will make landowner money but at consequence of Inskip people and wildlife.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1007/P/01/GC	Helen Parkinson	SA1/13	n/a	The development should use brownfield sites rather than utilising Inskip's high-quality prime agricultural land that is needed for sustainable food production. The development threatens Inskip's unique character and identity as a village by becoming part of Preston's urban sprawl. No local need for housing given the housing already approved, limited facilities and local employment opportunities. People are also put off by nearby fracking operations. Road networking already suffering from increased traffic and flooding issues, the development of 600 homes would increase congestion and the already hazardous conditions associated with flooding (increased runoff) and the narrow bends/lanes that are liable to subsidence.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
1008/P/01/C	George Hogarth	SA1/13	N	Most of the housing is allocated for Inskip which is a small village with limited facilities. Types of housing are not affordable, social or starter homes, they are more costly 3/4 bedroom dwellings. Limited employment in the area resulting in an additional 800 potential commuters. Potential for accidents (drivers/pedestrians) given that the road system is narrow and larger vehicles (e.g. delivery drivers) will struggle to pass oncoming traffic. Does not include data on the impacts on local / air pollution despite the local plan referencing climate change.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
1009/P/01/C	Lisa Morris	SA1/13	N	Concerns over time allocated to respond to local plans. Short notice to digest and compile comments before deadline. 70% of residents object to further housing.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1010/P/01/GC	Thomas Haste	SA1/13	n/a	It's understood that WBC are under instruction to encourage residential developments particularly low-cost properties. However, the lack of employment opportunities is an issue. There is a danger of permitting developments in areas where development is not required or welcomed. The route into Inskip is considered to be 'not fit for purpose' (LCC), and a development of this size will increase traffic levels considerably particularly while under construction (building materials to site etc.). When considered alongside traffic from fracking operations, the road network is likely to become very dangerous. Insurance companies unwilling to insure against earthquakes resulting from fracking works. Parish Council has been deprived the right to inform residents and therefore WBC has failed the statutory duty to support the interests of locals who elected them.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1011/P/01/GC	Keith Jackson	SA1/13	n/a	Transform small village into a main rural settlement	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
1011/P/02/C	Keith Jackson	SA1/13	N	There has been no effective consultation with the community. The proposed developments will adversely affect the open and rural character of the countryside. The houses are to be built on prime agricultural land which is not consistent with the NPPF which directs development to lower quality land. The volume of houses to be added, and their proximity to fracking site, result in various known and unknown dangers.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1015/P/04/C	Philip James	SA1/13	N	Lack of infrastructure in Inskip means that developments are unsustainable. Transport links are limited resulting in high car ownership.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
1015/P/10/C	Philip James	SA1/13	N	Intrusion of open countryside resulting in rich rewards for the land owner but little if nothing else. In order to readdress this and comply with good planning policy, developments should be located to the west/south of the B5269. A view shared by Wyre officers and members of the Parish Council during meetings. There should be no further allocations of housing land in Inskip within the timeframe of the new Local Plan to protect high quality agricultural land and families who farm it.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1016/P/01/GC	Pauline James	SA1/13	n/a	Change the character of the village beyond recognition. Limited public transport resulting in requiring access to a car. The developments therefore will increase traffic and congestion problems. Issues with other services including Doctors which will be worsened should the plans go ahead. Conflicts with post-Brexit government thinking of self-reliance as prime agricultural land suited to food production will be lost.	No comments made.	See council response to representations regarding SA1/13 Inskip Extension.
1017/P/02/C	Tim Kirby	SA1/13	N	The plans go against the NPPF as the Parish Council was prohibited from informing residents about the proposals for 3 years providing only a few weeks' notice. The national framework states that developments should be directed towards poorer quality / brownfield land, but the plans are for the good quality farming land surrounding the village to be used.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1020/P/01/C	Bethan Esmond	SA1/13	N	Gagged Parish Council into not informing residents about the plans through a confidentiality agreement which goes against the NPPF.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1028/P/01/GC	M Ainsworth	SA1/13	n/a	Concerned about most of the points raised by others such as the state of the roads, volume of traffic and the large vehicles that utilise these roads. However, the main concern is with regards to water and sewerage.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1030/P/03/C	Joan Hollands	SA1/13	N	The SA1/13 proposal falls short of the council's policies and stated objectives regarding Wyre being a net exporter of commuter traffic (Para. 2.5.9). Inskip has the longest average commutes in the borough (Para. 2.8.7) due to limited public transport. Furthermore, several passages state the limitations of the trunk road network, yet the development is for 280 homes that will aggravate these traffic problems. Education and flooding concerns should also be considered as there is no secondary education in the local area and parts of Inskip are prone to flooding. The additional housing would increase impermeable surfaces increasing flood risk whilst removing valuable productive farmland.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
1031/P/01/GC	Elizabeth Kennedy	SA1/13	n/a	Excessive amount of housing planned which will ruin the dynamic of the village and local area (6.5.2 (14)) as well as having adverse effects on local schools/doctors (5.8.1) and already congested poor quality roads. The appeal of Inskip is its identity as a small, rural community which will be altered if development goes ahead.	Object to the allocation of SA1/13.	See council response to representations regarding SA1/13 Inskip Extension.
0395/P/42/C	CPRE Lancashire	SA1/14	Y	CPRE Lancashire has no specific observations.	None	Noted
0395/P/43/C	CPRE Lancashire	SA1/15	Y	CPRE Lancashire has no specific observations.	None	Noted

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0407/P/08/C	Lesley Dodgson	SA1/15	N	Referring to statement 1 – why was permission granted when there was no masterplan? There is no point having a local plan if planning committee are going to disregard comments and numbers. What is going to happen in response to even larger numbers of housing/industrial buildings are approved? Hollins lane is unique and further permissions will affect its sense of community. The roads cannot cope and the volume of traffic too large which will adversely affect the environment, health and safety and cause pollution. The developments are causing urbanised sprawl and we do not want to be part of a town.	Object to the allocations in Hollins Lane.	At the time of writing, Site SA1/15 has been the subject of two separate planning applications - one for eight dwellings (ref. 5/00968) which has been approved and outline application for 43 dwellings (ref. 17/00233) on the remainder of the site currently approved subject to the signing of a legal agreement. The need for a masterplan will apply should the current permissions lapse. The allocations at Hollins Lane are limited to those sites with a permission or where a permission is awaiting the signing of a S106 agreement. Issues relating to traffic impacts have been addressed as part of the applications.
0363/P/01/C	Taylor Wimpey UK	SA1/16	n/a	These representations are made in the context of TW's land interest in Cockerham Road, Garstang which is, in part, allocated for housing development [Site Ref. SA1/16]. TW has previously submitted a Development Statement to the Council (Appendix 1) which demonstrates that the wider site presents an excellent opportunity to deliver high-quality sustainable development and will make a significant contribution to meeting identified housing needs in the eastern part of the Borough. TW supports the underlying principles of the Local Plan and the approach taken towards planning for economic growth and, welcomes the draft allocation of Site SA1/16.	None.	Noted.
0363/P/15/C	Taylor Wimpey UK	SA1/16 EXT	N	Supports land to the west of Cockerham Road allocation for residential development but objects to the exclusion of the wider land (Appendix 3: draft allocation) as the Council cannot meet full OAHN; not constrained by technical or environmental constraints; and represents sustainable site for residential development. The Local Plan has failed to provide a positive approach to housing delivery (see Policy SP1 and HP1 responses). The SHLAA 2010 demonstrated that the Cockerham Road site performed very strongly as a prospective housing land allocation, suitable to deliver 235 dwellings on a net developable area covering 60% of the site at a density of 28 dwellings per hectare. Land to the west of Site SA1/16 [Site Ref. GST25] is sieved out due to access restrictions, traffic and infrastructure issues. However, the appended Development Statement and Traffic & Transport Note demonstrates that the site can be accessed and that there is sufficient capacity within the existing road network to accommodate further development. Also, TW has designed a scheme which incorporates the necessary mitigation measures and required investment in order to overcome delivery constraints. The SHLAA 'sieves out' the parcel of land to the north of Site SA1/16 [Site Ref. GST_25_03] on the basis of it being in a detached and isolated location. This is not the case when it is considered in the context of the wider site TW is promoting. The Traffic & Transport Note appended demonstrates that Garstang is a sustainable location and capacity for additional development above the 100 units currently allocated (Appendix 3) on the Strategic Road Network and Local Highway Network. It makes reference to the package of highways improvements and also notes that LCC has developed a package of improvement measures. TW also objects to a number of key development considerations for the site which require that: 1. The site is brought forward in line with a Masterplan which will be agreed with the Council prior to the submission of an application. 2. The development is supported by a landscape and green infrastructure framework. As currently drafted, it is unclear how any such requirement would be applied to the site and impact on the developable area. 3. Land is made available for a new primary school which will form part of the financial contribution towards education. 4. No evidence to justify why SA1/16 is identified as the location for a new primary school as part of the allocation nor has there been any consideration of the amount of land required and how this will impact on the developable area of the site. 5. Whilst TW acknowledges that contributions will be required to Primary Sustainable Transport, these must be relevant, evidenced and justified.	TW requests that the: 1. The boundary of Site SA1/16 is amended to include the parcels of land to the north and west as identified in the 2010 SHLAA and appended Development Statement. 2. The requirement to submit and agree a Masterplan with the Council prior to the submission of an application is deleted. 3. The requirement to provide land for a primary school is deleted and replaced with a reference to the potential for a financial contribution to the improvement and extension of existing primary schools within the area, if this is justified by the latest evidence. 4. The requirement to provide a financial contribution towards the Primary Sustainable Transport must be evidenced, robust and justified.	Site SA1/16 has been allocated in line with the overall highways cap identified against the A6 Severe Restriction Zone as explained in the Site Allocations Background paper. There is no further facility to allocate additional land beyond that suggested by the cap. Lancashire County Council has produced a response to comments made on the highway evidence. The need for a masterplan is proportionate to the scale of the development and its location on the edge of the settlement. Matters such as green infrastructure provision will be addressed through the masterplan process. The need for additional primary education provision is set out in the Infrastructure Delivery Plan. The site is considered to be suitably located for such a provision.
0395/P/44/C	CPRE Lancashire	SA1/16	N	CPRE Lancashire objects as the site represents another significant loss of agricultural land. Development would place further onus onto a road network that is often incommenced by the nearby 5-way junction, although traffic would predominantly use the adjacent A6.	None	The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network can support the allocation of the site.
0458/P/05/C	Cabus Parish Council	SA1/16	N	Site SA1 at SA1/16 by Six Ways crossing. As per the 2015 Local Plan Issues and Options Paper consultation response – this site, within Cabus, remains inappropriate for development as it is a virgin greenfield site with no utilities so it will contribute to the existing infrastructure challenges.	Object to allocation SA1/16.	The council consider the site to be deliverable within the existing constraints. There are no known constraints with regards to servicing the site.
0395/P/45/C	CPRE Lancashire	SA1/17	N	Although development of another agricultural plot is regrettable, highway capacity will restrict this site to an amount of dwellings no larger than what is being proposed. It is hoped this condition will ensure future, further sprawl is ruled out.	None	Noted. The Local Plan has allocated sites up to the maximum highways cap.
0947/P/01/C	J Parkinson	SA1/17	N	Supports the identification and inclusion of site SA1/17 in the Publication Draft Local Plan. However, it is considered the capacity of the site should be thoroughly assessed and examined before it can be considered sound, and if possible, its development capacity should be maximised. The SHLAA confirms that site GST_74 was included as a suitable, achievable and deliverable Final Site, with net developable area of 8.92 ha and development capacity of 268 dwellings. The proposed site allocation for 53 dwellings on a developable site area of 2.66 ha, results from the application of the highway cap on capacity limit for the A6 corridor. If it is demonstrated that additional highway capacity exists or will come forward, or it does not present a constraint to growth in any event, the available capacity of the site is approximately 80 dwellings, which is a net increase of 27 dwellings.	The Council must revisit the inability to meet the OAN in full. SA1/17 should therefore increase the number of dwellings from 53 to 80.	Matters relating to the OAN are addressed in the council response to the OAHN and housing supply. As the site capacity is limited by highway capacity (as explained in the Site Allocations background paper) there is no additional facility to increase the site capacity.
0948/P/03/C	Rob Parkinson	SA1/17 EXT	N	Objects to the Local Plan to identify and include the balance of the frontage land identified in the SHLAA as site ref. GST_74 lying to the south of the proposed Site Allocation SA1/17. SHLAA site GST_74 was included as a suitable, achievable and deliverable Final Site, with net developable area of 8.92 ha and development capacity of 268 dwellings. Site was only on the basis of the highway capacity limit for the A6 corridor. It was also considered 'least sequentially preferable' of the proposed housing allocations for the A6 corridor but it is no less sustainable than other proposed site allocations to the west of Garstang that are included in the Publication Draft Local Plan.	The Council must revisit the inability to meet the OAN in full. SHLAA site GST_74, south of SA1/17, should therefore be included in Policy SA1 as a Residential Development Allocation Site in the Local Plan. The land measures 2.4 ha and should be allocated for the development of approximately 70 dwellings.	Matters relating to the OAN are addressed in the council response to the OAHN and housing supply. As the site capacity is limited by highway capacity (as explained in the Site Allocations background paper) there is no additional facility to extend the allocation to create additional capacity. The council has had regard to a range of factors in allocating land in Garstang as explained in the Site Allocations background paper. It is the council's view that the method used is sound and allocations appropriate.
0358/P/03/C	Hollins Strategic Land	SA1/18	N	The emerging Local Plan allocates site SA1/18 for residential development with a capacity of 105 dwellings. HSL supports the allocation but it is evident that the capacity should be increased to 125 dwellings. Part of the site has outline permission for up to 75 dwellings. An outline permission for up to 24 dwellings and up to 26 apartments for the over 50s on part of the site is pending. The LPA has confirmed that it will be approved subject to the LCC Highways Response. Following discussions with LCC, it is anticipated the response will confirm support for the proposals. As a result of the impending approval of the application, the capacity of site SA1/18 should be increased to 125.	The emerging Local Plan must be amended to redistribute the proposed housing within the 'severe restriction zone' so that site SA1/18 is given a capacity of 125 dwellings.	The council has allocated SA1/18 within the highways cap in a manner described in the Site Allocations background paper. At the time of writing, the planning application referred to has not been decided.

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OAHN = Objectively Assessed Housing Need						
Unique Ref	Name/ Organisation	LP Ref	Is the Plan sound? Y/N	Soundness - Summary of Representation	Modifications Required	Response
0395/P/46/C	CPRE Lancashire	SA1/18	N	The vast majority of this site is already subject to an extant permission. Its proximity to the River Wyre must ensure the delivery of suitable landscaping and screening.	None	The site benefits from outline planning permission. Details on boundary treatment and landscaping would be determined at reserved matters. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.
0395/P/47/C	CPRE Lancashire	SA1/19	N	CPRE Lancashire is concerned that further agricultural land (and farmhouse) will be lost due to an extant permission for 29 dwellings.	None	Noted. The Local Plan has allocated sites up to the maximum highways cap.
0395/P/48/C	CPRE Lancashire	SA1/20	N	We have no specific observations, except the potential harmful cumulative effect on the local road network and local character of the immediate area.	None	Noted. The Local Plan has allocated sites up to the maximum highways cap. The Local Plan does take account of the different roles and character of different areas and there are policies in the Local Plan that seek to protect that. There is also a policy that seeks to protect the intrinsic character of the countryside. The Local Plan must also respond to the need to accommodate development in the Borough. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.
0942/P/01/GC	Steven Abbott Associates LLP	SA1/20	n/a	Our client supports the identification of land to the east of Garstang Road, Bowgreave which has been identified as residential development site SA1/20.	None stated	Noted
0395/P/49/C	CPRE Lancashire	SA1/21	N	This site is already subject to an extant permission. We have no specific observations, except the potential harmful cumulative effect on the local road network and local character of the immediate area.	None	Noted. The Local Plan has allocated sites up to the maximum highways cap. The Local Plan does take account of the different roles and character of different areas and there are policies in the Local Plan that seek to protect that. There is also a policy that seeks to protect the intrinsic character of the countryside. The Local Plan must also respond to the need to accommodate development in the Borough. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.
0689/P/01/GC	Property Capital PLC	SA1/21 EXT	n/a	Consider the Plan to be largely sound but wish to extend residential site allocation SA1/21 Land South of Calder House Lane, Bowgreave. Acknowledge the highways cap along the A6 in this location but consider that there is sufficient highway capacity along the A6 owing to the refusal of outline planning application 16/00230 for 183 dwellings. Site is in Flood Zone 1 and flooding is not a constraint. Would make a logical extension to the allocation SA1/21.	Expand SA1/21.	The council has taken into account the refusal of the planning application mentioned by allocating land at Garstang in the form of SA1/16, SA1/17 and that part of SA1/18 not covered by an existing planning permission. The council is of the view that these are sequentially preferable sites. Allocations have been made in the light of the highway evidence provided by Lancashire County Council who recommend a cap on residential development along the A6 and elsewhere in the borough.
0395/P/50/C	CPRE Lancashire	SA1/22	Y	This site is already subject to an extant permission.	None	Noted
0395/P/51/C	CPRE Lancashire	SA1/23	Y	This site is already subject to an extant permission. The development, along with phase 2 (SA1/24) forms a massive extension to Catterall, seemingly sacrificed somewhat by its proximity to the A6.	None	Noted
0395/P/52/C	CPRE Lancashire	SA1/24	Y	This site is already subject to an extant permission. The development, along with phase 2 (SA1/23) forms a massive extension to Catterall, seemingly sacrificed somewhat by its proximity to the A6.	None	Noted
0691/P/06/GC	United Utilities	SA1/24	n/a	The EA have defined Source Protection Zones (SPZs) for these groundwater sources used for public drinking water supply purposes. These SPZs signify where there may be a particular risk from polluting activities on or below the land surface, which is required for preventing the pollution of drinking water. The three sites are located within GWPZ1 are SA2/4, SA3/2 and SA1/24. Each of these state that "the development should not impact upon groundwater quality", which due to the importance of drinking water could be made stronger. It is recommended it is reworded to state development "must not adversely impact the ground water quality".	Reworded to state development "must not adversely impact the ground water quality".	The council propose a minor amendment to CDMP4 - Environmental Assets (Water Assets) to address this issue. Minor Modification: Amend CDMP4 to address the impact of development on ground water quality in Source Protection Zones.
0395/P/53/C	CPRE Lancashire	SA1/25	N	CPRE Lancashire objects to the principle of development of this land. It is already subject to a resolution to grant planning permission, this site lies within a predominantly undeveloped area characterized by agricultural land and the West Coast Mainline to its rear. We therefore conclude the typical ribbon development of the area is unsuitable for back-land development, and would set an injurious precedent if brought forward.	None	The site has a council resolution to approve (16/00625) outline planning permission. Details on boundary treatment and landscaping would be determined at reserved matters. The express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.
0794b/P/10/C	Wainhomes (North West) Ltd	SA1/25	N	The site is the subject to a resolution to grant outline permission for 72 dwellings and up to 3202m gross retail floorspace. At the time of writing, the Section 106 Agreement is outstanding although we expect that to be completed imminently and for the reserved matters to subsequently submitted this year.	None	The text of the submission appears to be supportive.
0395/P/54/C	CPRE Lancashire	SA1/26	Y	This site is already subject to a resolution to grant planning permission.	None	Noted
0873/P/01/C	Rakesh Soni	SA1/26	N	Proposes to extend residential allocation SA1/26. Reflects planning application 16/00807 which has the benefit of a resolution to approve 34 dwellings. Makes sense to widen the site area to include the property which is also in residential use.	Extend allocation to include the subject site.	As described in the evidence base and background papers, the site allocations along the A6 are constrained by a highway cap. The plan does allocate three additional sites to fit within the cap, however the subject site conveys no locational or other advantages over and above those sites already allocated, As such no further allocations are planned along the A6.
0395/P/55/C	CPRE Lancashire	SA1/27	Y	This site is already subject to a resolution to grant planning permission.	None	Noted
0794b/P/09/C	Wainhomes (North West) Ltd	SA1/27	N	The site subject of a current application with the resolution to approve subject to the signing of a Section 106 Agreement. We can confirm that the site is deliverable and the decision is imminent.	None	The text of the submission appears to be supportive.
0395/P/56/C	CPRE Lancashire	SA2/1	N	This relates to an extant permission for a Storage Unit facility. CPRE Lancashire is concerned about the precedent that could threaten further adjacent countryside in the future if allocated.	None	The whole site has the benefit of full planning permission (16/01054). The site provides an extension to an existing employment site within the countryside area. Policy EP8 Rural Economy supports the expansion of existing businesses within countryside area where it accords with the criterion, including protecting the character of the area.
0395/P/57/C	CPRE Lancashire	SA2/2	N	This site is subject to an extant permission for change of use from originally an equestrian centre to B8 Storage or Distribution. The site has also been the subject of temporary event license applications. In light of both the above and the remote, countryside location, conditions should be tightened ensuring the area's identity and integrity aren't undermined by uses otherwise inappropriate to the buildings original use.	None	The whole site has the benefit of planning permission (15/00084) for change of use to B8. The key development considerations in policy SA2/2 specify the development must be appropriate in nature and scale to the rural location of the site.
0395/P/58/C	CPRE Lancashire	SA2/3	N	CPRE Lancashire objects to the development of this site. The site represents yet another significant greenfield site in the Catterall area, which cannot be considered as sustainable.	None	The whole site benefits from outline planning permission (16/00955). The site provides rural employment opportunities for the wider Catterall/A6 catchment area and is located to the south of an existing employment area.
0395/P/59/C	CPRE Lancashire	SA2/4	N	CPRE Lancashire considers the development of this site would harm Catterall, but not to the same extent comparable with Site SA2/3.	None	The whole site benefits from a resolution to approve (16/00513). The site provides rural employment opportunities for the wider Catterall/A6 catchment area and is located to the west of an existing employment area.

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0691/P/04/GC	United Utilities	SA2/4	n/a	The EA have defined Source Protection Zones (SPZs) for these groundwater sources used for public drinking water supply purposes. These SPZs signify where there may be a particular risk from polluting activities on or below the land surface, which is required for preventing the pollution of drinking water. The three sites are located within GWPZ1 are SA2/4, SA3/2 and SA1/24. Each of these state that "the development should not impact upon groundwater quality", which due to the importance of drinking water could be made stronger. It is recommended it is reworded to state development "must not adversely impact the ground water quality".	Reworded to state development "must not adversely impact the ground water quality".	The council propose a minor amendment to CDMP4 - Environmental Assets (Water Assets) to address this issue. Minor Modification: Amend CDMP4 to address the impact of development on ground water quality in Source Protection Zones.
0051/P/12f/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA3/1	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0064/P/07d/C	Peter Tarrant	SA3/1	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. These allocations are for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk. The council balances this against development requirements taking into account the Wyre Strategic Flood Risk Assessment (Level 2) which includes the Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0299/P/03/C	Associated British Ports	SA3/1	N	Reference is made to land designations in the AAP (policy E1-E2 and FD1-FD2) which will be superseded upon adoption of the Local Plan. AAP approach was undertaken in close consultation with ABP and ensures land at the Docks and Marina is subject to a series of flexible uses. Reference is made to land take up within the site since AAP adoption. Following the proposed Fish Park operator withdrawing from the project, the land owner remains committed to the Fish Park scheme but the scheme may require revision. Overall supports mixed-use allocation but concerns on soundness and seeks policy changes: - Amended site boundary to exclude Freeport Shopping Village, held on long term lease, no specific development proposals in this area; and exclude land not within ABP land ownership to aid delivery of development in the area and avoid multiple ownerships; - Mix of uses permitted in policy too narrow, not as broad as AAP – future allocations should be flexible to adapt to changing economic circumstances; - Any capacity expressed for such uses should be indicative/approximate with final amount determined through planning application Policy amended to allow flexible approach to employment use. In particular seek flexibility for employment use – employment take-up will depend upon demand and should not have long term protection where little prospect of such uses coming forward. - Green Infrastructure designation included in southern part of site, this should not hinder development, this part of site crucial to deliver wider allocation. Green infrastructure should be updated to reflect the proposal for the Fish Park on this area of land and need to incorporate further employment provision. Unjustified – not clear why WBC sought to narrow range from AAP; Ineffective – narrow range restricts potential sustainable development benefits of mixed use developments; Not planned positively – narrow range lessens site's development potential; Inconsistent with national policy – which urges flexibility when formulating policies, change in approach from AAP does the opposite.	Broader mix of uses on site, transposing those in adopted AAP to include: residential; employment; leisure; retail (at appropriate scale not undermining vitality and viability of Fleetwood Town Centre); associated community facilities; and tourism (inc hotels, museums and other tourist attractions). Any capacity expressed for such uses should be indicative/approximate with final amount determined through planning application. Policy amended to allow flexible approach to employment use – no long term protection Green Infrastructure on site should not hinder development.	The council has actively engaged with ABP whilst developing the Local Plan. A draft of the policy that set out the proposed mix on the site was shared with ABP in August 2016 and no concerns were raised. The allocation is to be delivered via a masterplan to ensure the site is comprehensively developed and the housing and employment requirements for the site can be delivered. Further information is set out in the Publication Local Plan at para 9.1.5-9.1.6. The boundary for the allocation should not be restricted by landownership. It is acknowledged that established developments exist within the allocation boundary, such as Freeport and the masterplan should be aware of this and its linkages. The inclusion is also considered to provide flexibility for the masterplan, allowing the opportunity for vacant land to not be looked at in isolation. The allocation is for housing, employment and commercial. This also includes leisure and tourism within commercial. The policy wording will be updated to provide clarity. This reflects the mix of uses set in the Area Action Plan. Retail was not included in the AAP and this remains inappropriate. The policy is therefore considered to be flexible. Green Infrastructure (GI) running along the south east boundary is spur of the Fleetwood Marsh Industrial Lands Biological Heritage Site and should be protected. The Local Plan should be read as a whole and policy SP6 would apply. Minor Modification: Update proposed uses to clarify leisure and tourism and non-retail commercial.
0299/P/04/C	Associated British Ports	SA3/1	N	Bullet 1 - Many specific development considerations appear logically and reflect nature of the site, some criteria are strongly questioned: Criteria 1 masterplan - concerned with masterplan as some land outside ABP control and ownership and in line with earlier comments – removal of land with aid site delivery and avoid multiple ownerships. Unsound without. Not positively planned and inconsistent with national policy – current wording imprecise and not clear on procedure for consent of masterplan, no mention of phasing or built in flexibility.	Need of masterplan approach should be considered as part of the application approach – flexible approach to deal with changing circumstances through plan period. Should be allowed to amend masterplan for site to remain deliverable and viable over remaining Plan period. Policy should allow earlier deliverable phases to be brought forward on their own application (but accord with flexible masterplan) as assist deliver of wider site. Wording currently ambiguous in nature and flexibility needs to be explicitly set out in policy - happy to agree with WBC before examination.	The allocation is to be delivered via a masterplan to ensure the site is comprehensively developed and the housing and employment requirements for the site can be delivered. Further information is set out in the Publication Local Plan at para 9.1.5-9.1.6. The boundary for the allocation should not be restricted by landownership. It is acknowledged that established developments exist within the allocation boundary, such as Freeport and the masterplan should be aware of this and its linkages. The inclusion is also considered to provide flexibility for the masterplan, allowing the opportunity for vacant land to not be looked at in isolation. The Local Plan should be read as a whole and policy SP6 would apply.
0299/P/05/C	Associated British Ports	SA3/1	N	Bullet 3 - Many specific development considerations appear logically and reflect nature of the site, some criteria are strongly questioned: Criteria 3 landscape, green infrastructure and connectivity – are important considerations, but very specific requirements and could prejudice any masterplanning exercise.	Remove requirement in terms of quantum of GI, design and connectivity – covered by general development management policies and prevailing national policy at the time.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward. The criteria are based upon good planning principles, Local Plan evidence and discussions with infrastructure providers/consultees. Criteria 3 contains important development considerations that should be considered through the masterplan to support the comprehensive development of the site. This supports good planning for this large mix use site that provides housing, employment and commercial development (including leisure and tourism).
0299/P/06/C	Associated British Ports	SA3/1	N	Criteria 4, 7, 8 and 9 are unnecessary and replicate development management requirements in national planning policy and in Local Plan policy CDMP1 – 6, in particular need to undertake site-specific HRA should be considered at planning application stage.	Remove criteria.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward. The criteria are based upon good planning principles, Local Plan evidence and discussions with infrastructure providers/consultees. Criteria 7 is based upon the Local Plan Habitat Regulation Assessment that has considered ecological information for the site. The Local Plan HRA conclusion has been agreed with Natural England and requirement for Project Level HRA identified as a key development consideration.
0299/P/07/C	Associated British Ports	SA3/1	N	Criteria 5 and 6 – any surface water drainage solution will need to be informed by detailed drainage strategy. Acceptability of housing in proximity of Waste Water Treatment Works to be determined by detailed design and if sufficient mitigation could be offered.	Remove criteria.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward. The criteria are based upon good planning principles, Local Plan evidence and discussions with infrastructure providers/consultees.

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0395/P/60/C	CPRE Lancashire	SA3/1	N	The site consists of established developments, undeveloped land, and extant permission for a Fish Park. The area adjacent to the River Wyre is rich in flora and fauna – including the nearby Fleetwood Marsh Nature Reserve – with many of the brownfield areas of this site containing significant wildlife. The loss of any impromptu habitat should be mitigated by a sizeable contribution to enhancements at the aforementioned Fleetwood Marsh.	None	The councils Preliminary Ecological Appraisals (October 2016, updated November 2017) appraises the site and concludes that there are ecological considerations to be taken into account, although in general would not be a significant limitation on the development of the site. The site has been assessed via the Local Plan Habitat Regulation Assessment (HRA) report and a project level HRA is required for development on the site which should have regard to the mitigation measures in the Local Plan HRA. This is set out as a key development considerations in policy SA3/1. The development would also have to accord with Local Plan Policy CDMP4 which sets a policy framework for protecting environmental assets.
0299/P/01/GC	Associated British Ports	SA3/1	n/a	Propose high quality development for flexible range of uses such as commercial (including industrial use), retail, leisure, tourism and residential. Consolidating uses in this way will reinvigorate the Port area. To ensure delivery of site, keen to ensure Local Plan is flexible and positively prepared with respect of the Port of Fleetwood following the approach of the adopted Fleetwood-Thornton Area Action Plan. AAP was produced with a collaborative approach with ABP and significant amount of work undertaken on the evidence base. ABP committed to continued operation of Port of Fleetwood where viable over the plan period. There is surplus land available and ABP keen to work with Council to ensure the strategy to deliver new development can be put in place.	See summary	This representation provides a summary of further detailed representations. See council response to representations 0299/P/03-36/C
0676/P/04/GC	Environment Agency	SA3/1	n/a	Development within 16 metres of the River Wyre in this location will require an Environmental Permit.	See summary.	Agree that in the interest of clarity and consistency the 'Key Development Considerations' should make reference to the need for a 16 metre buffer. Minor Modification: Minor amendment to policy SA3/1 with regards to a 16 metre buffer.
0676/P/07/GC	Environment Agency	SA3/1	n/a	We have further considered the wording relating to flood risk for your proposed site allocations. Following internal discussions in relation to the latest guidance and evidence, we consider that for those sites (SA1/1, SA1/10, SA3/1, SA4, SA5) allocated in FZ2 or 3, where it is stated that “finished floor levels must be above the undefended flood level plus an allowance for climate change”, we suggest that “undefended flood level” is replaced with “design flood level”. The LPA should be satisfied that climate change has been appropriately accounted for in accordance with Paragraph 102 of the NPPF. Climate change is covered in the Jacobs Level 2 Strategic Flood Risk Assessment and has been mapped spatially, but an allowance has not been included in relation to sites such as SA1/1. The LPA states that climate change scenarios would be covered in more detail as part of specific FRA work for each site when an application is submitted. Our opinion is that for those sites which are to be allocated in Flood Zone 3, the climate change scenario flood depths should be considered and included where available for clarity (see documents). The Council must demonstrate that any site allocated for development in a Flood Zone satisfies the requirements of the Sequential Test and, where necessary, the Exception test.	Suggest that “undefended flood level” is replaced with “design flood level”.	Agree that in the interest of clarity replace 'undefended flood level' with 'design flood level' Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 make reference to climate change. It would not be appropriate to include a specific allowance which may be subject to review into the future. The Sequential Test Paper prepared as part of the SFRA evidence demonstrates that the requirements of the sequential and exceptions tests in relation to allocations has been satisfied. Minor Modification: Minor amendment to Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 to replace 'undefended flood level' with 'design flood level'.
0691/P/07/GC	United Utilities	SA3/1	n/a	We wish to highlight the proximity of this proposed allocation near our Fleetwood Wastewater Treatment Works. Policy states that a masterplan must be agreed by the local authority before full planning permission is granted; this approach is welcomed. However, we wish to be consulted as part of this process. Moreover, part 6 states that housing adjacent to the Wastewater Works will not be permitted, which we think should be reworded to state: “It must be agreed in the masterplan that housing is not located in the south of the site away from Fleetwood Wastewater Treatment Works.”	See summary.	The council view the policy wording as providing the clarity required without further modification.
1023/P/12/GC	Fleetwood Civic Society	SA3/1	n/a	It is hoped that schemes are sympathetic to Fleetwood Docks to encourage investment.	None.	Noted
0395/P/61/C	CPRE Lancashire	SA3/2	N	CPRE Lancashire is concerned about the negative impact to the Catterall area. The size of development and significant loss of farmland is contrary to claims this site is an organic extension.	None	The whole site benefits from outline planning permission (15/00248). The retail and housing aspect of the site also benefit from reserved matters (16/00743 and 16/01065 respectively). Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to “boost significantly the supply of housing” (para. 47). The Local Plan does take account of the different roles and character of different areas and there are policies in the Local Plan that seek to protect that. There is also a policy that seeks to protect the intrinsic character of the countryside. The Local Plan must also respond to the need to accommodate development in the Borough.
0691/P/05/GC	United Utilities	SA3/2	n/a	The EA have defined Source Protection Zones (SPZs) for these groundwater sources used for public drinking water supply purposes. These SPZs signify where there may be a particular risk from polluting activities on or below the land surface, which is required for preventing the pollution of drinking water. The three sites are located within GWPZ1 are SA2/4, SA3/2 and SA1/24. Each of these state that “the development should not impact upon groundwater quality”, which due to the importance of drinking water could be made stronger. It is recommended it is reworded to state development “must not adversely impact the ground water quality”.	Reworded to state development “must not adversely impact the ground water quality”.	The council propose a minor amendment to CDMP4 - Environmental Assets (Water Assets) to address this issue. Minor Modification: Amend CDMP4 to address the impact of development on ground water quality in Source Protection Zones.
0960/P/05/C	Beecham Developments	SA3/2	N	Beecham Developments objects to the inclusion of the land to the north of Goose Lane (plan submitted) as part of this allocation for Mixed Use Development under Policy SA3/2. The land is more appropriate for housing and should be allocated as such, in accordance with our representation to Policy SA1. Policy SA3/2 states that the land is proposed to be allocated for “Housing and Employment” but it does not indicate on the map or in the policy wording which area is to be set aside for a particular use. The majority of the land is now coming forward for development, with Miller Homes currently constructing 200 houses on either side of Joe Lane, following reserved matters approval in June 2017 (ref: 16/01065/RELMAJ). We therefore do not consider that it is appropriate for the whole site referred to under Policy SA3/2 to be included within a single allocation. The land to the north of Goose Lane which was identified for employment development and a public house as part of the outline approval is no longer appropriate for these uses following extensive marketing which has been unsuccessful. There has been only minimal interest in the employment land, with only a single offer which was not acceptable to the landowner. Feedback has included that the land would not be viable as an employment opportunity. We have not seen evidence that the Council has assessed this as a stand-alone employment site. A proposal to develop the land for housing rather than employment and the public house has been subject to pre-application discussions with the Council. An e-mail response was received from the Head of Planning Services, David Thow, on the 5th September 2017. This stated that such a proposal would be resisted “on the grounds of loss of employment land”, as well as being contrary to the draft allocation in the Local Plan. However, there would be no loss of employment land as it is not currently within this use.	See summary	The council's Housing background paper explains why the council is unable to meet its full OAHN, this is primarily related to the highway cap. The site is allocated for mixed use to support sustainable development. The site is to be delivered via a masterplan and the location of the housing and employment would be determined through the masterplanning exercise. Paragraph 9.1.5-9.1.6 sets out the councils approach to masterplanning where an existing permission is implemented. The Local Plan should be read as a whole and policy SP6 in relation to marketing would apply. The Local Plan is supported by a viability appraisal. Site SA3/2 is allocated for mixed use development (housing and employment). The provision of employment on the site as part of the mix supports sustainable communities, providing opportunities for employment. The Employment Land Study identifies three distinct employment sub-markets and the employment allocated at SA3/2 contributes to the A6 corridor sub market and contributes to the boroughs overall supply. The Highway evidence indicates that the provision of employment could help to address commuting and highway constraints. In relation to highway constraints only, the highways authority have indicated that additional housing can be provided at SA3/2 in substitution for employment providing the impact from the additional dwellings is not greater than the employment. It would be for the applicant to demonstrate this. It is important to note that highway constraint is one element to be considered for the Local Plan strategy.

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0294/P/01/C	Great Eccleston Parish Council	SA3/3	N	<p>The concentration of plots with a frontage onto Copp Lane will disrupt the lives of existing residents. There are problems already with construction traffic, power outages, flooding and mud, as such the roadways and footpaths are currently unsuitable. The Local Planning Authority may be pushing extensive residential developments which cause the ongoing disruption to the lives of residents, which is contravening Article 1 of the First Protocol of the Human Rights Act.</p> <p>There are a few employment opportunities and therefore it is unrealistic to assume that residents of the proposed developments will be employed locally. Many will be reliant on cars in order to travel to work contrary to para. 17 of the NPPF which manages sustainable modes of transportation.</p> <p>The centre of the village would be beyond walking distance from the development site and there is no continuous footpath owing to narrow roads. The inevitable increase in vehicular traffic will compound existing road safety problems and discourage walking/cycling. The proposed location is highly visible due to the topography/landscape characteristics. As such it will have detrimental impacts on the appearance and character of the area and is not consistent with para. 7 of the NPPF which outlines the protection of the natural/built/historic environment and biodiversity amongst others.</p> <p>The scale of the development is concerning as the proposed 618 houses will double the village size, the aforementioned impacts would far outweigh any benefits and therefore goes against para. 14 of the NPPF. The scale proposed is unlikely to provide the flexibility required by the NPPF owing to the realistic achievable rate of delivery. The fact that the LPA needs to find sites to fulfil the five-year supply requirements is not to be achieved at any cost neither does it obviate from obligations relating to sustainable development. Reference to a through vehicular route demonstrates the extent of current highways issues and also indicates that the development is deliberately remote from the village centre and not intended to directly benefit/enhance existing services and community, which goes against paragraphs 17 and 28 of the NPPF.</p>	Reallocate and reduce the number of dwellings to achieve proportionate development which considers highway safety, visual impact, location and compliance with the NPPF. The adverse effects of the proposed development set out in the Draft Plan significantly outweigh the benefits and therefore require significant revision.	<p>The site will be delivered via a masterplan covering the whole site and the key development considerations will be considered. Matters such as access to the site will also be considered. The allocation lies in Flood Zone 1 and the key development consideration refer to watercourse improvements. The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. This includes consideration of a range of infrastructure such as utilities (electric, gas, water supply, wastewater and drainage), cycling and public transport connections.</p> <p>It is acknowledge that residents will access employment opportunities outside the particular settlement. The allocation is for mixed use and includes provision of 1ha of employment land to provide local employment opportunities.</p> <p>The allocation at Great Eccleston represents a significant extension to the village. It is not accepted that the allocation will lead to "urban-sprawl". The sensitivity of developing on the edge of rural settlements was acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints which constrain the plan's ability to meet the Objectively Assessed Need for housing, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible. Indeed, there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of such locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate. The Site allocation background paper sets out the justification for the allocation of this site in Great Eccleston.</p>
0395/P/62/C	CPRE Lancashire	SA3/3	N	<p>The development would see the identity of a traditionally rural settlement previously dominated by agriculture completely and irrevocably changed. Part of the site already consists of an extant permission for circa 90 homes whereas an adjacent site was refused permission for a similar amount of dwellings and is subject to appeal.</p> <p>Funding for the construction of a link road between Copp Lane and the A586 must be secured. There is a need to consult Defra/Natural England regarding loss of farmland in excess of 20 hectares due to its high quality (BMV Grade 2/3 land) and need for food security in light of Brexit.</p> <p>Site is not sustainable as it would harm the rural character and adversely affect visual amenity, it also has Flood risk, highways, and Green Belt constraints.</p> <p>The convenience store hardly constitutes the definition of a Mixed Development site.</p>	None	<p>It is accepted that Great Eccleston allocation represents a large extension to the village, this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on matter of relative scale. The sensitivity of developing on the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted on" housing estate. Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3&SA4). It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality agricultural land is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). Ongoing discussions with Lancashire County Council Highways have not raised concerns regarding highways in relation to the site. Highway access will be resolved through the masterplan for the site. At present the impact of Brexit is unknown and there is nothing in government policy that is suggestive that local planning authorities should divert growth away from areas of agricultural land as a result of concerns over food security. Relevant statutory consultees have been consulted. The provision of a vehicular route from Copp Lane to the A586 is set out as a key development consideration in policy SA3/3, the road is to be delivered via the development which will be brought forward in line with an agreed masterplan. The Local Plan viability confirms that the development is viable and policy SP7 provides the mechanism to secure infrastructure provision and developer contributions. The site is located in Flood Zone 1. The local plan clearly directs development towards areas of lower flood risk taking into account the SFRA including Sequential Test. Policy SA3/3 that allocates the site clearly recognises that improvements to existing watercourses will be required as part of future development to mitigate against flood risk. The site is not constrained by the Green Belt. The allocation is mixed use: housing and employment. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider catchment area.</p>
0492/P/03/C	Stephen Hunter	SA3/3	N	<p>Discrepancy between the local housing need based on projected population growth (3.8% over 16 years - ~1796 dwellings) and the housing proposed by the OAHN (9580), which means that the plans are overstated and fundamentally flawed. Locals are aghast by the volume of unnecessary housing proposed for green areas and is silent on fracking of nearby land (negative impacts on rural communities and tourism). Further (likely) fracking developments, if anything, will result in a net population decline and a loss of job prospects while damaging the environment. The plan appears to be based on the assumption that new homes will attract young buyers. However, there is enough choice within the market already and limited job prospects will affect the housing market and ultimately whether young people choose to settle in Wyre.</p> <p>I'm unconvinced that the economy is going to boom and create sufficient localised jobs resulting in even more people commuting. I feel society is moving toward metropolitan employment centres whereby people are sucked into city centres and away from rural communities. I feel the Plan should be redrafted based on reasonable assumptions.</p> <p>I am concerned with the proposals to build 590 houses in Great Eccleston which would effectively double its size. Moreover, if the Roseacre Fracking sites gets approved in April, these homes will be 2 miles downwind of the polluting industrial estate. Thus, this proposal should be removed from the plan.</p> <p>Scheduled Monuments: The housing plans include fields which site the 17th Century Dovecote and threatens to destroy its rural setting. In previous cases where housing developments were sited adjacent to Dovecotes, requests for photomontages by Historic England were ignored and permission granted without a full council meeting. I feel that there should be no development within a specified distance so as to protect Dovecote and surrounding fields. If the council excludes the fields from its plan then I am hopeful that I can stop building, and in time I would consider donating the field to the National Trust. The Dovecote could be a real asset for Great Eccleston with a great history.</p>	None	<p>See council response to representations regarding OAHN and housing supply.</p> <p>The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. In a borough with a very limited brownfield supply, inevitably this will require the allocation of land within the countryside. Lancashire County Council is responsible for determining planning applications for shale gas development in Lancashire.</p> <p>The councils housing and employment OAN figure is based on a robust methodology which follows current Government guidance.</p> <p>The site (SA3/3) is being promoted by a landowner/developer. There is no cogent evidence to suggest that the site will not be delivered over the Local Plan period due to a lack of market demand.</p> <p>It is accepted that the allocation represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of developing on the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.</p> <p>Policy SA3/3 key development considerations notes the Dovecote within the site is a Scheduled Monument and Grade II listed building and an appropriate buffer will be required to protect its setting.</p>

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0495/P/03/C	Jonathan Slee	SA3/3	N	<p>1. To increase the size of the village (Great Eccleston) by >40% would change its character completely, turning it into a small town. This is unacceptable.</p> <p>2. Inadequate amenities in the village. Over-subscribed, Health Centre.</p> <p>3. Impact on flooding on Copp Lane, already exacerbated by the approved development being constructed, resulting in the road being impassable at times.</p> <p>4. Development inconsistent with findings of the planning committee in relation to the recently refused application for 90 houses on Copp Lane.</p> <p>5. More appropriate site sites are available near to major settlements and on brown field sites.</p> <p>6. Loss of valuable agricultural land.</p> <p>7. Inadequate parking in the village centre.</p>	Reduce allocation for the village drastically and locate new housing near to large settlements with better amenities, such as Fleetwood and its new health centre.	The council has produced a background paper that explains the site allocation process. The council has also produced an Infrastructure Delivery Plan that identifies the infrastructure needs arising from new development. The council has also produced evidence that shows that Great Eccleston is a sustainable location with services and facilities and public transport links. The council has also produced evidence that indicates a significant level of housing need - a level of need that is unable to be met owing to highway capacity constraints. It is appreciated that in maximising development potential, as required by national planning guidance, the Plan requires some settlements to accommodate a proportionally significant level of housing development. However this is not in itself a justification for limiting development. Further, as recognised by the Local Plan allocation SA3/3, development at Great Eccleston must be accompanied by infrastructure improvements, including to the highway network. It is the council's view that such improvements once implemented will contribute to sustainable development.
0661/P/02a/C	Brian Leighton	SA3/3	N	Impact on agricultural land is not acceptable. Failure to recognise impact on transport arising from plans at Inskip and Great Eccleston. A new access to the A583 does not help people get to Preston.	Limit development to that which already has planning permission.	Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4). It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). Allocations in the local plan have had regard to highway evidence on the impact on the road network. The new access road provides direct access from the allocation to the A586 (not the A583). This requirement is set out in the LCC Highways Evidence (page 76) to overcome unsuitable access to the site through Great Eccleston centre.
0671/P/01/C	Little Eccleston with Larbreck PC	SA3/3	N	<p>The site provides a separation of the villages and prevents urban sprawl. Plans to build 450 homes are disproportionate and not local low density housing and will alter character of the area. Should be kept as agricultural land allowing the nearby hamlets and villages to retain their identities. The Plan does not guarantee community facilities will be provided and only states "should". Unmet housing need is unlikely to outweigh harm to changing the use of agricultural land to constitute 'very special circumstances'. The loss of around 33ha of agricultural land is seems a disproportionate. This proposal has complete disregard of the impact of further development on the road network; in particular the A585. Traffic levels are too high, particularly along A585 leading to and from the main M55. Infrastructure is unlikely to be developed in a timely manner (if ever). This oversight in itself makes the plan unsound. Path and cycleways within the Wyre/Fylde areas require improvement. Bus services have been cut but with this proposed growth, the services should be increased. New links in path and cycle network would be welcomed. The wastewater network is unlikely to be able to support demand. Upgrades to existing drainage are likely to be required. Detailed drainage strategies would be needed to include, where, when and how it will be delivered. Water supply to current housing in Little Eccleston is already very poor and the flow would be reduced even further. The Wyre Development Plan should include principles to align with the Governments strategy for making Britain "Green". The electricity/gas network needs to be revised to cope with the additional number of dwellings. The proposed site contains overhead electricity infrastructure, including pylons - increases health risks. The growth detailed in the overall plan will create an impact on all elements of the health system including services for Primary Care, Community, Mental Health and Acute Hospitals. If approved, new premises will be required for primary care requiring significant developer contributions. Developments that have already been granted planning permission (with more pending) within the immediate surrounding areas will generate further demand on the schools. The proposal at Site SA3/3 will compound this demand. There are no secondary schools within a 3 mile radius of Site SA3/3 and could impact on the sustainability of the development, as residents are not able to access local school places. Education contributions would be essential in order to provide education places within a reasonable distance of the development (within 3 miles).</p>	None stated.	<p>The allocation at Great Eccleston represents a significant extension to the village. It is not accepted that the allocation will lead to "urban-sprawl". The sensitivity of developing on the edge of rural settlements was acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints which constrain the plan's ability to meet the Objectively Assessed Need for housing, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible. Indeed, there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. However the sensitivity of such locations is understood and it is the express intention of the Local Plan that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate. In relation to the loss of agricultural land, Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes allocations of 865 dwellings on brownfield land (allocations made under policies SA1 SA3 and SA4). In relation to consideration of the highway network, the highways evidence provided by Lancashire County Council considers the nature of the local and strategic road networks and considered that the level of development should be capped at 500 dwellings over and above that committed (90 dwellings are already committed). The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. This includes consideration of a range of infrastructure such as utilities (electric, gas, water supply, wastewater and drainage), cycling and public transport connections. The allocation policy for SA3/3 (7) requires provision of a new primary school, health centre, community hall and small local convenience store to be provided. The allocation site will be brought forward in line with masterplan covering the whole site. The housing density is also a matter that can be considered through the masterplanning exercise. Policy SP7 sets out the requirements for infrastructure provision and developer contributions. The allocation policy for SA3/3 (10) identifies the site to contain overhead electricity infrastructure as a key development consideration. Statutory safety clearances between overhead lines, the ground, and built structures should not be infringed.</p> <p>Minor Modification: Additional wording proposed to policy to reflect need to ensure that statutory safety clearances between overhead lines, the ground, and built structures should not be infringed.</p>
0689/P/02/GC	Property Capital PLC	SA3/3	n/a	SA3/3, Land West of Great Eccleston - not objecting to the surrounding land to the west being allocated for development but do not feel it is necessary or appropriate to include the standalone site in the wider mixed-use allocation which may need to be subject to a comprehensive master plan and collaboration agreements with multiple adjoining landowners. This can be appropriate for larger scale developments but risk of time constraints through protracted legal agreements and will cause the scheme to be delayed and deliverability questioned. This would not assist the Council in achieving its housing targets. The standalone site, which has a strong field boundary to the west, is readily deliverable. Technical investigations have already been undertaken for this site and the layout (attached to submission) will pay suitable respect to the setting of the Listed Dovecote and will create a high quality space. Due to the sensitive existence of this asset and the neighbouring land uses (established and new residential) feel strongly that the subject site is only appropriate for a high quality housing scheme rather than any alternative commercial / community uses.	Allocate a separate part of SA3/3.	It is the view of the council that the allocation at Great Eccleston should be delivered through a comprehensive masterplan that brings together all land parcels into a cohesive site that allows a comprehensive view to be taken of constraints and opportunities, including the provision of supporting infrastructure. None of the arguments raised invalidate this approach.

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0863/P/01/C	Great Eccleston Action Group	SA3/3	N	WBC Note that this representation has been made against policies SP1 and HP1 but logged against Policy SA3/3 as agreed with Mr Adkin. The Great Eccleston Action Group consider that the Local Plan 2017 is not sound due to the following:- 1) The plan is in contradiction to the objectives 3,4,5,6,8. 2) Input by the residents and the Parish Council has largely been ignored. 3) The plan is in direct conflict with the recommendations of the Parish Council whose recommendations were not to develop Copp Lane. 4) The plan states that there is one development in Great Eccleston whereas in reality there are 6. 5) The plan states that it will create employment opportunities in the area. Over 1000 new residents to Great Eccleston will be unlikely to find local employment, increasing commuter journeys. 6) The plan states that a Hybrid plan is the preferred option. Details of the Hybrid plan are not clearly described in the Draft Plan. This action is obviously designed to create ambiguity which makes it difficult for local residents to have their say on the plan. 7) The plan states that in Rural Settlements, improvements in Transport and Local Services will be necessary. A breakdown of these improvements should be published before the developers commence construction. 8) The plan calls for over 8000 homes in the next 14 years but the population of Wyre is decreasing. 9) The Infrastructure Development Plan states that The Great Eccleston Health Centre is at capacity and needs to be relocated, but no funding is available. This relocation should be carried out before any developments are permitted. It should be noted that the D1 area contained within planning application 16/00650 has already rejected by the GPs at the Health Centre, as unsuitable. 10) There will also be a requirement for increased primary school capacity. This issue should also be resolved prior to further developments being permitted. 11) The developments planned will obviously give financial rewards to the developers, builders, and Wyre Council. The plan does not outline the benefits for the existing residents of Great Eccleston who will no doubt suffer hardship, with further strain on the infrastructure and traffic congestion around the village.	Remove allocation SA3/3.	The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. Therefore, it may appear that the Plan in contradicting its own objectives and thus the Plan should be read as a whole. The council's approach to consultation has been set out in its Statement of Consultation (SoC) September 2017 and will be updated as a result of the consultation on the Publication Draft Wyre Local Plan 2017. The SoC makes clear the importance of engagement with Parish and Town council's as representatives of their respective local communities, throughout the process of developing the local plan. It is acknowledged that conversations with the parish council indicated that development around Copp Lane should be avoided. The Site Allocations Background Paper of September 2017 sets out why land to the east and south was not possible due to flood risk and unwilling landowner. To maximise the allocation at Great Eccleston inline with the highway cap, land to the west of Great Eccleston at Copp Lane has therefore been allocated. The Local Plan focuses allocations on sites capable of accommodating 25 dwellings or more. Completions which have occurred since the start of the Plan period and commitments in the form of planning permissions are also considered to form part of the housing supply. The SA3/3 allocation is mixed use and includes the provision of 1ha of employment land to provide sustainable employment opportunities. It is acknowledged that residents in smaller settlements in Wyre will access employment outside the particular settlement. There are employment opportunities along the A6 and at Preston. The strategy pursued by the local plan is not directly comparable to the three options expressed in the Issues and Options Paper. It is a hybrid option based in particular on constraints associated with highways capacity and flood risk. The broad location of the allocation site was one of the options considered in the Issues and Options Report. The allocation has been extended as further land was required to allocate land up to the highways cap. The Infrastructure Delivery Plan (IDP) supporting the Local Plan sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan. The IDP has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with the clinical commissioning group indicate that there is a need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Eccleston and the surrounding area. Discussions with the education authority have identified insufficient capacity in the local schools in Great Eccleston and therefore the key development considerations in policy SA3/3 requires the provision of a new primary school. The development will also be required to deliver a community hall with the location of the facilities to be located to maximise accessibility by new and existing residents. This requirement is given force by Policy SP7 – Infrastructure Provision and Developer Contributions.
0926/P/04/C	David Roberts	SA3/3	N	Great Eccleston comprises 2% of the borough population but has been allocated 7.1% of the proposed housing. The village centre is already overflowing and congested with parked vehicles along Raikes Lane sometimes creating further problems. The proposal will double the number of dwellings and will lead to undeliverable demands on local services, notwithstanding what is envisaged in the strategy. Developers seek to avoid building affordable homes and developments from neighbouring settlements make this proposal unsustainable. Hence, it is not an 'organic extension' to the village.	The proposed new housing allocations need to be revisited and recalculated in order to better reflect the potential capacity to absorb the proposed increases in population.	It is accepted that the allocation represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of developing on the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate. Further, as recognised by the Local Plan allocation SA3/3 development at Great Eccleston must be accompanied by infrastructure improvements, including to the road network.
0962/P/04/GC	Metacre Ltd	SA3/3 EXT	n/a	Support the allocation SA3/3, however a) a parcel within the allocation to the south of Copp Lane (currently the subject of an appeal on the refusal of 93 dwellings - application ref: 16/00650) can be physically separated from the remainder and as such can be independently developed. It is readily available such that it can support housing delivery policy approach, and is not constrained by highway issues and b) request an extension to the allocation north of Copp Lane on the basis that development is not constrained by highway matters (consultant report provided), that it would assist the council in meeting its OAN and address any shortfall. Great Eccleston is a sustainable location.	1) the land to the east / south of Copp Lane should either be separated from the main mixed use allocation and instead identified as a stand-alone housing allocation under policy SA1'Residential Development', or that policy SA3/3 should clarify that this land can come forward in advance of the wider masterplan and the provision of the through vehicular route between Copp Lane and the A586; and 2) the remainder of allocate SA3/3 should be extended to include the land to the south (plan attached to representation).	A key feature of the Local Plan is the delivery of a number of village extensions. These extensions in a number of places, including Great Eccleston, require not just the provision of housing, but of supporting facilities. In line with the proper planning of these extensions it is important that new housing and supporting facilities, plus environmental and transport/movement infrastructure, is comprehensively planned. The Local Plan sets out a series of development considerations for each allocation. The masterplan should build on these to create a comprehensive development. Lancashire County Council has produced a response to the comments made on the highway evidence. Site allocations background paper sets out the site selection process and explains the highway capacity has restricted the council in meeting its full housing OAN.
0358/P/04/C	Hollins Strategic Land	SA3/4	N	HSL supports the extension of Forton. Sites FOR_07 and FOR_08 represent the most sustainable options for development within Forton given their locational sustainability and cohesive relationship with the existing settlement. The sites are capable of accommodating at least 220 dwellings as well as a neighbourhood centre and significant POS in compliance with eLP policy SA3/4 and its key development consideration (see masterplan submitted with representation). HSL has demonstrated that the council can take the opportunity to secure housing in Forton early in the plan period. There should be no requirement to prevent development until the adoption of a Masterplan SPD; this may result in no development within the Forton Extension until 2021. HSL has demonstrated that the land south and east of Sunny Bank Nurseries should not be developed for housing. These sites are detached from the village and it would be difficult to assimilate the satellite housing estates into the Forton community. Given HSE did not object to application 17/00587 there may be an opportunity for the council to reconsider the allocation of land to the north of the village. HSL can provide vehicular access to this land via site FOR_08 and it would represent an organic extension to the village given the excellent permeability that could be achieved via existing roads and PROWs.	There should be no requirement to prevent development until the adoption of a Masterplan SPD; this may result in no development within the Forton Extension until 2021.	The support for the allocation is noted. In relation to the requirement for a masterplan, it is the council's view that this is a proportionate requirement given the large scale nature of the allocation, multiple ownerships and requirement for additional facilities. It is also the council's view land adjacent to the A6 has been appropriately identified being located in a sustainable location with very good access to the bus network. Issues of connectivity with the rest of the village are a matter for the masterplan.
0395/P/63/C	CPRE Lancashire	SA3/4	N	CPRE Lancashire objects to the allocation of this site as it would constitute a massive extension (too large a scale) to Forton. We do not see the justification to class this as a mixed-use development. Thus, development east of the A6 should be resisted.	None	It is accepted that the allocation at Forton represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of developing on the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate. The allocation is mixed use: housing and employment. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area.

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0412/P/02/C	Forton Parish Council	SA3/4	N	Forton is identified as one of the main principle recipients of additional housing. Cabus has no additional housing despite having land available, as the Lancashire Highways Report includes Cabus with Garstang and growth is constrained by the full capacity use of the A6 south bound. However Cabus is a separate settlement and is split by a 'strategic area of separation'. The evidence does not restrict it in North Garstang or Cabus. It is incumbent that a robust and detailed analysis of all sites is carried out. The evidence supports 530 houses north of Garstang, all of which is in Forton and Hollins Lane. This massive increase is completely inappropriate and cannot be sustained as lack of jobs and the consequent increase in commuter journeys. WBC accepts the development is unsustainable without a masterplan but is vague what this means. It appears the transformation will be handed over to developers. WBC has not implemented CIL and funding is required through s106 so will not get funding at an appropriate time. The WBLP identifies the existing facilities are not fit for purpose which the masterplan will need to consider. It's hard to see how these will be designed in a socially desirable way without community involvement. WBC needs to adopt CIL. Without prejudice to Forton PC's contention that the scale of development is unsound, Forton PC state an appropriate masterplan is essential. There is no definition how a master plan would work. It will be covered in supplementary planning guidance. Clarification is urgently required, including the commitment of the local community involvement. Essential components of community infrastructure: <ul style="list-style-type: none"> • One primary school • Amenity land in all developments • Interconnectivity of amenity land in to countryside 	See summary.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the Key Development considerations for SA3/4 to improve the sustainability of the development. Policy SA3/4 key development Consideration requires the development to provide a health facility if required. The policy requires development to come forward through a masterplan. The Key Development Considerations listed under allocation policy SA3/4 provide an initial starting point for the production of the masterplan. However it is not the role of the local plan to establish the fine detail. The council has committed to producing a Supplementary Planning Document to guide the production of masterplans. It will be important that masterplans are developed with local communities. In relation to the suggested alternative of Cabus, although closer to Garstang, the settlement partly lies in the Severe Restriction Zone identified by the highway evidence. As a settlement it has very few facilities. It is considered that Forton represents an appropriate location for the scale of development proposed.
0418/P/01/GC	Margaret Mansfield	SA3/4	n/a	Concerns over the large increase in homes as part of the new rural allocation in Forton, particularly with regards to their sustainability and lack of supporting infrastructure geared toward local needs. For example, housing must be both affordable and of the preferred size, the narrow lanes must accommodate walkers. The inevitable increase in development will make it impossible for the lanes to be used by walkers and does not conform to the notion of sustainable development making a mockery of the Green Infrastructure detailed on page 52.	Objection to SA3/4.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. The A6 also provides bus access to Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The allocation at Forton has been made with regard to highway evidence provided by Lancashire County Council. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4 including provision of a small local convenience store and a community hall to improve the sustainability of the development. Policy SA3/4 requires the development to provide a health facility if required. The policy also requires the development of green infrastructure framework that will include pedestrian connectivity. Housing mix is addressed by policy HP2 in the Local Plan.
0424/P/01/C	Judith Hargreaves	SA3/4	N	I support the representation made by Forton Parish Council. I wish to add that the discrepancy between the housing allocation for Forton and rural Wyre is not matched by projected economic development. Therefore unless the allocation is reduced, Forton and other settlements will EITHER become dormitory suburbs OR rural Wyre will be urbanised. The latter is inconsistent with policies SP1c and SP4.1.	Modify policies SP2, SP4, EP8, EP12 and EP13 to be consistent with policies SP1c and SP4(1).	The allocations have been informed by the expected overall household growth and constraints imposed by highway capacity. The council understand that the proposed development at Forton is extensive. However the overall impact on the totality of rural Wyre is minimal. Forton lies in a relatively sustainable location given access to the A6 (including very good bus provision) and contains a number of services and facilities. It is considered to be an appropriate location for the scale of development proposed. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the Key Development considerations for SA3/4 to improve the sustainability of the development.
0691/P/03b/GC	United Utilities	SA3/4	n/a	Previous comments made by us regarding the volume of growth at Forton should be taken into account during the examination process.	None.	Noted
0717/P/03/C	K Whittingham	SA3/4 EXT	N	Forton allocation SA3/4 has been significantly influenced using unsound information regarding major constraints of the two gas mains crossing the area and associated safety zones. Initial advice provided to the Council from HSE identified the following consultation zone distances: Inner zone= 96 metres; Middle zone= 190 metres; and Outer zone= 335 metres. National Grid now advice the client that sections of both pipelines were laid in thicker walled pipe using higher grade steel than originally assumed. Consultation zone distances revised: Inner zone= 96 metres; Middle zone= 190 metres; and Outer zone= 335 metres. Inaccurate information has caused the local authority to discount land considered preferable within the SHLAA adjacent to Forton village. The Local Plan only identifies land to meet 86% of Wyre's housing need. The land to the North West adjacent to the cricket pitch should be reconsidered and included in the interest of positive plan preparation. The land was discounted on the basis of unsound information and SA3/4 should be reviewed.	Point 11 of the Key Development Considerations directly references the fact that parts of the allocation lie with the Health and Safety Executive Consultation Distance of these pipelines. It also directly references the fact that 'no built development should take place within the Inner Consultation Zone', however considering the latest evidence following the latest consultation we are not aware of any development conflicts in this area and the plan should be reviewed accordingly.	The position with regards to the matter of high pressure pipelines at Forton has been clarified with the National Grid and Health and Safety Executive. The council has produced an addendum to the Wyre Allocations background paper that updates the position with regards to Forton. However, the change in position does not invalidate the allocations made which lie in a sustainable location with good public transport access.
0925/P/02/C	David Sharp	SA3/4	N	Dumping such a high percentage of housing on a small community is indefensible. The developments are targeting commuters (90 mile round trip to Manchester) with little regard for the needs of residents. There is little growth in Forton (and the wider borough) which goes against prior comments of market driven property development made by the council. Goes against the NPPF as doubling the number of dwellings in one small parish will not conserve or enhance the natural or historic environment.	Spread development across the borough to protect the village identity, reducing the houses per year to 10 or less. The plan is not deliverable as it doesn't reflect the needs of the community; there is a need for affordable housing and bungalows for the elderly who wish to downsize without relocating.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the Key Development considerations for SA3/4 to improve the sustainability of the development. Policy SA3/4 key development Consideration requires the development to provide a health facility if required. Any development will be subject to policy HP2 regarding housing mix and dwellings suitable for an ageing population. Commuting is a fact of modern life. However Forton lies on the A6 which hosts a regular bus service serving Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance.
0927/P/01/C	Brian/Vivienne Tabner	SA3/4	N	Not justified - no demand for houses in the area - house prices fallen by 7%. Around 30 currently on the market in Forton. There is 500 dwellings proposed which is unfair given that two years ago there was only 300 in the entire parish and people want to live in a village not a town. No evidence that there is housing demand on the scale proposed for Forton. To be justified the plan must be an appropriate strategy and have considered reasonable alternatives. Also, the NPPF states that the plan "meets objectively assessed needs for market" reflecting local demand which it does not. Not effective - the plans don't provide housing where it is needed. The A6 is more congested. Building houses for commuters is madness and bad for the environment. The NPPF suggests that the aim should be to reduce green house gas emissions and congestion, which is essential for sustainable development. Developments result in long commutes that are not sustainable. Proposed development is on prime agricultural land. Brownfield sites should be used in preference (NPPF). Development of the recreation facility is contrary to the NPPF and the facility not surplus to requirements. Issues in the village as regards traffic, the state of the sewerage system and flooding that has come up to our back door in the past and which with the run off from any new build would probably be much worse. Safety issues with regards to the presence of two high pressure gas pipelines. Considerable local opposition to current plans to build houses next to the cricket ground. 500 houses on to a village of 300 is not positive, it is not justified, it is not effective and should not be what a National Policy considers to be acceptable. Building in Forton is totally opposite to these factors. We choose to live in a village NOT on a housing estate in the country. There is a very significant difference between the two. Object strongly to the disproportionate effect the Wyre Local Plan has on my village.	Objection to SA3/4.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The council has objectively assessed strategic housing needs across the borough and the housing market area and allocated land accordingly within known constraints. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the Key Development considerations for SA3/4 to improve the sustainability of the development. Policy SA3/4 key development Consideration requires the development to provide a health facility if required. Commuting is a fact of modern life. However Forton lies on the A6 which hosts a regular bus service serving Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance. The presence of high pressure gas pipelines has been considered. An update to the Site Allocations Paper sets out the current position.

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0939/P/01/GC	Forton Bowling Club	SA3/4	n/a	Objects in the strongest possible terms to the Wyre Local Plan for Forton with particular reference to the inclusion of the Forton Playing Field and Bowling Green in the Plan. The Playing Field and the village bowling green are two of only three recreational assets in the village. The Bowling Green is open to all residents and hold biweekly activities. The NPPF policy is to "guard against unnecessary loss of valued facilities" and also states that "sports and recreational buildings including playing fields should not be built on unless surplus to requirements..." which at Forton they are most certainly not! Who made the decision which fields surrounding the village should be included in the local plan and when were the residents of Forton asked for their opinion? Any building in Forton should be along the A6 for two reasons. Firstly, to minimise land to be built on as no need to build access roads across fields and Playing Fields. Secondly, the presence of two high pressure pipelines should mean no further development on to the green land beyond the Playing Field and Winder Lane.	Remove the recreation area from the allocation.	The inclusion of the recreation area within the allocation has been made with the express agreement of the owners, a charitable trust. Allocation policy SA3/4 under Key Development Consideration (7) makes it clear that any redevelopment of the recreation ground should not result in any net loss of the overall site area or of the facilities concerned. Whether or not the recreation ground is included in any future development is a matter for the masterplan. As set out in the Site Allocations background paper the council has not assumed the recreation area will be developed for the purposes of calculating the number of dwellings attributed to the allocation. The issue of high pressure gas pipelines is further addressed in an addendum to the Site Allocations background paper.
0952/P/04/C	Worthington Properties	SA3/4	N	Forton site SA3/4 should be amended to provide lower growth. Current population is 0.3% of the borough but receives 5% of the housing allocations which is clearly disproportionate. Forton is a small village and the site area for policy SA3/4 is 29.63 hectares over 4 large parcels of land. The supposed capacity is 468 dwellings and 1 hectare of employment development, of which 380 dwellings are expected within the plan period. The proposed allocation lists a number of key considerations relating to the masterplan. We consider that it would be preferable for a masterplan to come forward as part of the LP so development can be planned effectively.	See summary.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The council has objectively assessed strategic housing needs across the borough and the housing market area and allocated land accordingly within known constraints. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the Key Development considerations for SA3/4 to improve the sustainability of the development. Policy SA3/4 key development Consideration requires the development to provide a health facility if required. The policy requires development to come forward through a masterplan. The Key Development Considerations listed under allocation policy SA3/4 provide an initial starting point for the production of the masterplan. However it is not the role of the local plan to establish the fine detail. The council has committed to producing a Supplementary Planning Document to guide the production of masterplans. It will be important that masterplans are developed with local communities.
0965/P/01/GC	Forton Women's Institute	SA3/4	n/a	Narrow country lanes have already seen increase in speeding traffic rendering them unsafe to walk along. Forton already seen its fair share of development in recent years, so the plans concern the village's rural identity. Moreover, recent developments are taking so long to sell. One of the fields earmarked spends half the year flooded, with concerns about existing water courses such as the Lancaster Canal which may not be able to cope with increased capacity (awaiting advice from the Canal & River Trust). Drains and sewerage systems are at full capacity, recent burst on Hollins Lane and associated sinkhole exemplifies this. Thus, improvements are required for further developments. Loss of Greenfield land with impacts on flora and fauna. Lack of local facilities e.g. shops resulted in commuting issues.	Objection to SA3/4.	The council accept that the scale of the proposed development at Forton is significant. It is, however, contended that Forton is an appropriate location for a village extension given its location on the A6 with very good bus access to Garstang and its own range of services and facilities. The A6 also provides bus access to Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. The allocation at Forton has been made with regard to highway evidence provided by Lancashire County Council. The council accept that a development of the scale proposed at Forton requires additional supporting infrastructure as set out in the allocation policy SA3/4 including provision of a small local convenience store and a community hall to improve the sustainability of the development. Policy SA3/4 requires the development to provide a health facility if required. Policy SA3/4 also makes it clear that development will have to take into account ecological factors, including mitigation measures. Any development will need to take into account drainage issues with the appropriate bodies and will be subject to the requirements of Local Plan policy CDMP2 - Flood Risk and Surface Water Management. A Level 2 Strategic Flood Risk Assessment has been carried out and no issues were raised that prevent allocation.
0969/P/01/GC	Terence Mansfield	SA3/4	n/a	It's not sensible to double the local population by developing 500 new homes when there is limited employment opportunities. Many locals commute outside the area, many outside the borough and these plans would increase the numbers of commuters aggravating congestion and increasing air pollution. Given the long-term impact of carbon emission this policy is not justified. It's understood that there is housing pressure from central government but local politicians must sometimes rebel to such proposals.	No comments made.	The allocation is mixed use: housing and employment. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area. Commuting is a fact of modern life. However Forton lies on the A6 which hosts a regular bus service serving Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance.
1014/P/01/GC	Yvonne Clavin	SA3/4	n/a	The number of proposed dwellings is too many and will change Forton and Hollins Lane's character as a rural village tripling the population. The large extension to Forton will fundamentally change the balance of life for current residents. Many irreplaceable mature trees, ponds and green spaces will be lost. The 380 dwellings will almost all have 2 cars putting a further 1000 vehicles on the roads plus delivery/service and industrial units increasing congestion and pollution levels. The plan includes land which the pavilion, bowling green, playing field and play areas occupy, which are owned by the village and would require a referendum to determine if it is available for development. These areas are a focus point for annual events and activities, and it has always been intended that a Village Hall would be incorporated into this site. The plan states the area lies within F21. However, this area has many underground springs and a high water table whereby properties have had to incorporate extensive foundations. The combination of elevation and climate change is resulting in saturation and water pooling in areas close to the proposed site with pumps used to disperse water. The water is obviously not draining into the canal via existing water courses as suggested in the plan, and more housing will exacerbate the problem. The two high-pressure gas pipes that encircle the village restrict development, which I don't believe have been considered at the required level. We do not want a tragedy like that occurred in Belgium resulting in a loss of life.	Objection to SA3/4.	The allocation at Forton represents a large extension to the village and has been made with regard to highway evidence provided by Lancashire County Council. It is noted that Forton lies on the A6 which hosts a regular bus service serving Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area. The scale of development is significant, however the allocation requires the development of a masterplan which will consider matters of design and character. The recreation ground has been allocated with the agreement of the charitable trust concerned. However the allocation make it clear that any redevelopment must not lead to a net loss in area or facilities. The borough has a very limited supply of brownfield land and as such development on greenfield sites is inevitable. The site does not carry any ecological designations. Policy SA3/4 makes it clear that development will have to take into account ecological factors, including mitigation measures. Any development will need to take into account drainage issues with the appropriate bodies and will be subject to the requirements of Local Plan policy CDMP2 - Flood Risk and Surface Water Management. A Level 2 Strategic Flood Risk Assessment has been carried out and no issues were raised that prevent allocation. The issue of high pressure gas pipelines has been considered. An addendum to the Site Allocations background paper sets out the current position.
1018/P/01/GC	Margery Graham	SA3/4	n/a	The scale of development would change the character of the village. New roads across agricultural land would be required to cope with the increase in traffic associated with residents commuting to work (lack of local opportunities). No local need for housing the developments are only proposed due to proximity with the A6 and M6. Also the wrong kind of housing is proposed, there is a need for housing for young people and bungalows for the elderly. Development should utilise brownfield sites to reduce impacts to wildlife and the environment. Furthermore, proximity to local gas lines are a concern.	Objection to SA3/4.	The allocation at Forton represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The Local Plan has to be evidence based and in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. The allocation is mixed use: housing and employment. The provision of 1 ha of employment land supports the creation of sustainable communities and provides opportunities for local employment for the wider Forton/A6 catchment area. Commuting is a fact of modern life. However Forton lies on the A6 which hosts a regular bus service serving Lancaster and Preston providing a non-car option for travel. This is entirely in line with national planning guidance. The borough has a very limited supply of brownfield land and as such development on greenfield sites is inevitable. The site does not carry any ecological designations. Policy SA3/4 makes it clear that development will have to take into account ecological factors, including mitigation measures. Any development will be subject to policy HP2 on housing mix. The issue of high pressure gas pipelines has been considered. An addendum to the Site Allocations background paper sets out the current position.

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0395/P/64/C	CPRE Lancashire	SA3/5	N	CPRE Lancashire objects to the site being allocated as it is already subject to an extant permission, following an initial refusal by Wyre's Planning Committee. CPRE views the size and location of the site as 'inorganic extension' to existing settlement. The loss of agricultural land on this scale unacceptable. The loss of farmland and ecological habitat would be significant.	None	The whole site benefits from outline planning permission (14/00458). Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). The councils Preliminary Ecological Appraisals (October 2016, updated November 2017) appraises the site and concludes that whilst there are some local ecological considerations to be taken into account when planning any development here, in general they would not be a significant limitation on the development of the site. The Local Plan does take account of the different roles and character of different areas and there are policies in the Local Plan that seek to protect that. There is also a policy that seeks to protect the intrinsic character of the countryside. The Local Plan must also respond to the need to accommodate development in the Borough.
0051/P/12g/C	Robert Fail, on behalf of Wyre Labour Group of Councillors	SA4	N	Refers to allocations SA1/1 to SA1/4, SA1/11, SA3/1 and SA4. The west of the Borough already suffers from poor transport infrastructure and connectivity, and also from poor local employment provision. The proposed A585 bypass is not sufficient to rectify the fundamental problems which exist in respect of employment and transport connectivity. Building new houses in Thornton Cleveleys and Fleetwood will make the problems worse and deter prospective employers to locate their business in the area. In terms of open space, the Council is aware that it is not meeting National targets, doing nothing to rectify the problem and is actually planning to build on the very land that could be used to resolve the shortage. Over the last 50 years, this has resulted in it being virtually impossible for Cleveleys to meet the open space targets. This plan is ensuring Thornton, and probably Fleetwood too, go the same way.	Introduce a joined up strategy for tackling:- 1) Lack of employment opportunities in Wyre 2) Poor transport connectivity 3) High commute levels / Congestion Introduce a strategy to tackle the under provision of Public Open Space where targets are currently not met. Once met, the strategy must ensure targets continue to be met in all towns and all wards going forward. Only when these strategies are in place can this Council legitimately determine what land can and can't be used for housing. At the moment, the land in Thornton Cleveleys and Fleetwood is being designated for housing ahead of the resolution of all these issues. If the land goes for housing, it may not be able to tackle some or all of these issues.	The Local Plan clearly supports the local economy through new employment designations and the protection of existing employment locations (EP2 and EP3). The local plan is unable to improve public transport connectivity in itself but has sought to allocate land where possible in location with access to public transport. It is noted that the issues mentioned don't exist in isolation. The Local Plan is required to simultaneously tackle and balance a wide range of issues, including those mentioned but also others such as the need for new housing, including those smaller and affordable properties, and need for new employment opportunities. It is the council's view that the Local Plan represents a sound basis for addressing a wide range of strategic and local issues.
0064/P/07e/C	Peter Tarrant	SA4	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. These allocations are for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk. The council balances this against development requirements taking into account the Wyre Strategic Flood Risk Assessment (Level 2) which includes the Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0072/P/03/C	Thornton Action Group (TAG)	SA4	N	The housing at Lamb's Road "will not be acceptable within Flood Zone 2 or 3." Yet, the Hillhouse mixed zone proposes 250 houses within FZ3. Similarly, in Pilling SA10 also lies in FZ3.	Areas in FZ2 and 3 should not be allocated for new housing.	Allocations have been informed by a Strategic Flood Risk Assessment (Level 1 and Level 2). This includes a flood risk sequential test. This approach is entirely in accord with national planning policy. SA4 is a large area of previously developed land, the development of which assist with reducing the amount of development in the countryside. This is entirely in accord with national planning policy and the local plan strategy. The key development considerations set out under policy SA4 make clear that the site lies in areas of Flood Zone 2 and 3. It makes clear that the site is protected by flood defences and sets out specific requirements designed to mitigate flood risk, including a "sequential test" approach to site layout.
0395/P/65/C	CPRE Lancashire	SA4	Y	Other than the importance in particular of Key Development Considerations 2 & 3, we have no specific comments to make regarding this site.	None	Noted
0676/P/02/GC	Environment Agency	SA4	n/a	It has not been mentioned that this site has had previous uses which have a high polluting potential which could affect controlled waters in this location. This is a particular issue due to the proximity of the Wyre Estuary designated sites. Development within 16 metres of the River Wyre in this location will require an Environmental Permit.	See summary.	Policy SA4 reference to the former use as the ICI Chemical Production facility. Agree that in the interest of clarity and consistency the 'Key Development Considerations' should make reference to contamination to water resources and also to the need for a 16 metre buffer. Minor Modification: Minor amendment to policy SA4 with regards to a 16 metre buffer and to recognise the issues of ground water contamination.
0676/P/08/GC	Environment Agency	SA4	n/a	We have further considered the wording relating to flood risk for your proposed site allocations. Following internal discussions in relation to the latest guidance and evidence, we consider that for those sites (SA1/1, SA1/10, SA3/1, SA4, SA5) allocated in FZ2 or 3, where it is stated that "finished floor levels must be above the undefended flood level plus an allowance for climate change", we suggest that "undefended flood level" is replaced with "design flood level". The LPA should be satisfied that climate change has been appropriately accounted for in accordance with Paragraph 102 of the NPPF. Climate change is covered in the Jacobs Level 2 Strategic Flood Risk Assessment and has been mapped spatially, but an allowance has not been included in relation to sites such as SA1/1. The LPA states that climate change scenarios would be covered in more detail as part of specific FRA work for each site when an application is submitted. Our opinion is that for those sites which are to be allocated in Flood Zone 3, the climate change scenario flood depths should be considered and included where available for clarity (see documents). The Council must demonstrate that any site allocated for development in a Flood Zone satisfies the requirements of the Sequential Test and, where necessary, the Exception test.	Suggest that "undefended flood level" is replaced with "design flood level".	Agree that in the interest of clarity replace 'undefended flood level' with 'design flood level' Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 make reference to climate change. It would not be appropriate to include a specific allowance which may be subject to review into the future. The Sequential Test Paper prepared as part of the SFRA evidence demonstrates that the requirements of the sequential and exceptions tests in relation to allocations has been satisfied. Minor Modification: Minor amendment to Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 to replace 'undefended flood level' with 'design flood level'.
0937/P/06/C	Bourne Leisure	SA4	N	Bourne Leisure is concerned that draft Policy SA4 does not contain any "key development consideration" that recognises the need to protect neighbouring occupiers from potentially harmful impacts. Bourne Leisure recognises the importance of the SA4 allocation. However, the Company strongly objects to any further erosion of the environment in this area as a result of noisy, odorous or dusty activities, or those that create vibration. Bourne Leisure's asset at Cala Gran – which contributes so much to the local economy and should not be further compromised by any adjacent development allocation, designation (or planning permission) which would conflict with its ability to provide the highest quality experience for its visitors. Refers to NPPF paragraph 7 (bullet point 4) and therefore considers that Policy SA4 does not meet the "consistent with national policy" test of soundness because it does not reflect the need to protect the amenity of neighbouring land uses in this sensitive location.	Bourne Leisure considers that the following new key development consideration should be added to the list within draft Policy SA4: "Development at the Hillhouse Technology Enterprise Zone should recognise the need to protect the amenity of neighbouring land uses, including Cala Gran Holiday Park, against any adverse impacts, including noise, odour, dust or vibration." The Company considers that this addition would provide compliance with the "consistent with national policy" test of soundness for draft Policy SA4, as it reflects the need to protect neighbouring land uses in this sensitive location.	The Local Plan should be read as a whole and policy CDMP4 would apply. Policy CDMP1 (b) provides protection to adjacent existing uses for significant adverse effects on amenity in relation to noise, vibration, light, dust and other pollution or nuisance.

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0940/P/02/C	Sainsbury's Supermarkets Ltd	SA4	N	Our client's site forms part of Policy SA4 which must deliver a mix of uses. It is indicated a masterplan must be progressed prior to the granting of any planning permissions. The last public consultation was an Issues and Options consultation in June 2015. As such, there has been no opportunity to comment on the progression of the plan. Therefore, the plan has not been positively prepared, contrary to paragraph 157 and 182 of the NPPF. Our client's site is of very different character to the majority of the land allocated and therefore a large blanket allocation is inappropriate and ineffective policy direction. The housing should be separated from the employment with a new allocation. This would appropriately include the Fleetwood Road North site. The requirement of a masterplan is contrary to the NPPF's presumption in favour of sustainable development and would sterilise the allocation indefinitely. And jeopardise successful delivery. The Fleetwood Road site could be delivered in the short to medium term and provide valuable housing as the Borough at present is unable to identify a five-year supply. SA4 does not effectively provide for the Fleetwood Road site to contribute to the housing requirement for the Borough.	The planning authority should return to a consultation at preferred options stage to allow the plan to be 'positively prepared', 'justified' and 'effective', as required by the NPPF. A comprehensive review of Policy SA4 is required to provide a residential allocation, including Fleetwood Road North. SA4 references for a masterplan to be removed. Para 9.1.5 should be revised to remove reference to SA4.	The council are not required to produce a 'Preferred Option' draft of the Local Plan. The site is located within the designated Hillhouse Technology Enterprise Zone. A masterplan covering the whole site will ensure that the land is developed to deliver the required housing and employment in the location. The masterplan is currently being progressed. A stakeholder event has been held and all landowners were invited. A six week consultation on the draft masterplan is expected to commence in early 2018 and the masterplan is expected to be adopted by the council in June 2018. It is therefore considered that the masterplan will not prejudice the delivery of the site in the short to medium term and will lead to the comprehensive development of the enterprise zone site.
0064/P/07/C	Peter Tarrant	SA5	N	NPPF Section 100 refers to the need to avoid development in areas at risk of flooding. These allocations are for development within Flood Zone 2 and 3 which means they are in areas at risk of flooding.	Remove these sites from the Site Allocations as part of a total and thorough review of the housing policy so that all new development need should be met by allocation only to sites that are in Flood Zone 1.	Government policy as set out in the NPPF is that local authorities should steer development to areas of lesser flood risk. The council balances this against development requirements taking into account the Wyre Strategic Flood Risk Assessment (Level 2) which includes the Flood Risk Sequential Test Paper - Assessing Flood Risk of Proposed Site Allocations.
0299/P/08/C	Associated British Ports	SA5	N	South West boundary does not show link to Dock Street – part of ABP landownership and connection to highway.	Boundary should be rectified.	Agree, boundary to be amended to include connection to highway. Minor Modification: Site allocation boundary extended to include link to highway. Update required to policies map and policy SA5 inset map.
0299/P/09/C	Associated British Ports	SA5	N	ABP committed to the Port of Fleetwood and support principal of allocation. Policy needs further flexibility.	Reference to other uses should also cover instances where it is proven that the continuation of port-related uses are no longer viable. Any quantum of land identified should be indicative to allow flexibility.	The council has actively engaged with ABP whilst developing the Local Plan. A draft of the policy that set out the proposed mix on the site was shared with ABP in August 2016 and no concerns were raised. The Local Plan should be read as a whole and policy SP6 would apply.
0299/P/10/C	Associated British Ports	SA5	N	Criteria 1, 5 and 6 provide factual statement and unnecessary.	Remove criteria.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward.
0299/P/11/C	Associated British Ports	SA5	N	Criteria 1 regarding flood zone 3 - requirement for FRA set out in national planning policy and does not need to be reiterated. In relation to financial contribution toward monitoring estuary mudflats and residual water drained to river Wyre – would depend upon nature of development and detailed drainage strategy, should be determined at development management stage.	Remove criteria.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward. The criteria are based upon good planning principles, Local Plan evidence and discussions with infrastructure providers/consultees.
0299/P/12/C	Associated British Ports	SA5	N	Criteria 4 covered in national planning policy and unnecessary.	Remove criteria.	The development considerations within the site allocation set out the key considerations the developer should consider in bringing the site forward.
0299/P/02/GC	Associated British Ports	SA5	n/a	Propose high quality development for flexible range of uses such as commercial (including industrial use), retail, leisure, tourism and residential. Consolidating uses in this way will reinvigorate the Port area. To ensure delivery of site, keen to ensure Local Plan is flexible and positively prepared with respect of the Port of Fleetwood following the approach of the adopted Fleetwood-Thornton Area Action Plan. AAP was produced with a collaborative approach with ABP and significant amount of work undertaken on the evidence base. ABP committed to continued operation of Port of Fleetwood where viable over the plan period. There is surplus land available and ABP keen to work with Council to ensure the strategy to deliver new development can be put in place.	See summary	This representation provides a summary of further detailed representations. See council response to representations 0299/P/03-36/C
0395/P/66/C	CPRE Lancashire	SA5	Y	No specific comment.	None	Noted
0676/P/03/GC	Environment Agency	SA5	n/a	Development within 16 metres of the River Wyre and the defences maintained by the Environment Agency will require an Environmental Permit.	See summary.	Agree that in the interest of clarity and consistency the 'Key Development Considerations' should make reference to the need for a 16 metre buffer. Minor Modification: Minor amendment to policy SA5 with regards to a 16 metre buffer.
0676/P/09/GC	Environment Agency	SA5	n/a	We have further considered the wording relating to flood risk for your proposed site allocations. Following internal discussions in relation to the latest guidance and evidence, we consider that for those sites (SA1/1, SA1/10, SA3/1, SA4, SA5) allocated in FZ2 or 3, where it is stated that "finished floor levels must be above the undefended flood level plus an allowance for climate change", we suggest that "undefended flood level" is replaced with "design flood level". The LPA should be satisfied that climate change has been appropriately accounted for in accordance with Paragraph 102 of the NPPF. Climate change is covered in the Jacobs Level 2 Strategic Flood Risk Assessment and has been mapped spatially, but an allowance has not been included in relation to sites such as SA1/1. The LPA states that climate change scenarios would be covered in more detail as part of specific FRA work for each site when an application is submitted. Our opinion is that for those sites which are to be allocated in Flood Zone 3, the climate change scenario flood depths should be considered and included where available for clarity (see documents). The Council must demonstrate that any site allocated for development in a Flood Zone satisfies the requirements of the Sequential Test and, where necessary, the Exception test.	Suggest that "undefended flood level" is replaced with "design flood level".	Agree that in the interest of clarity replace 'undefended flood level' with 'design flood level' Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 make reference to climate change. It would not be appropriate to include a specific allowance which may be subject to review into the future. The Sequential Test Paper prepared as part of the SFRA evidence demonstrates that the requirements of the sequential and exceptions tests in relation to allocations has been satisfied. Minor Modification: Minor amendment to Allocation policies SA1/1, SA1/10, SA3/1, SA4, SA5 to replace 'undefended flood level' with 'design flood level'.
0458/P/03/C	Cabus Parish Council	SA6	N	Site allocation SA6 is not an appropriate location for the proposed site. The soundness issue relates to the proposed sites location in open countryside and there is a lack of infrastructure to support access to and from site via the A6.	Delete allocation.	The rationale behind the allocation of a site for Travelling Showpeople (SA6) is set out in the Site Allocations background paper. It is considered that SA6 is located in a sustainable location with direct access to the A6.
0501/P/03/C	Mark Houghton	SA6	Y	Yes, the Local Plan is justified, effective and consistent with NPP.	None	Noted
0932/P/04/C	Cubbins, Lawson and Holland	SA6	Y	Support the allocation (SA6) as an appropriate location for the site. The site would allow the connection between the Traveling Showpeople and Garstang to continue. The site also offers direct access to the A6 which will allow easy access. The site is deliverable and can be developed within the terms of HP8.	None stated.	Noted
0022/P/01/GC	National Grid	SA7	n/a	Proposed employment site is crossed by National Grid high voltage electricity transmission overhead line. Prefers buildings not to be built directly beneath overhead lines. Seeks to encourage high quality and well planned development in the vicinity of such infrastructure.	None	Noted. The policy recognises the existence of the named infrastructure.

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					OAHN = Objectively Assessed Housing Need	
0297/P/08/C	Home Builders Federation (HBF)	Monitoring	N	The Council's monitoring as set out in section 10 sets targets in relation to the delivery of new homes. The HBF recommends that specific monitoring triggers are introduced. It is not clear from the table how quickly action will be taken if targets are not met, and how long it will be before the final resort of reviewing the plan is considered.	See summary.	Agree text to be inserted in relation to reviewing the Local Plan is required. Minor Modification: Paragraph to be inserted into Plan Introduction in relation to reviewing the Local Plan.
0344/P/16/GC	Historic England	Monitoring	n/a	Two performance indicators have been identified which the council intends to use to measure the success or otherwise of the Local Plan. Each in its own way demonstrates the lack of commitment to the wellbeing of the borough's historic environment. PMI35 – it is proposed to only monitor gains and losses in respect of the numbers of various heritage asset types. There is no apparent intention to monitor the state of these assets – for example to identify and reverse any loss of character in the borough's conservation areas, to consider Article 4 Directions to achieve this, to review conservation area boundaries, to measure the extent to which planning approvals lead to a loss of significance of heritage assets. PMI36 – it is proposed to ensure no increase in the number of scheduled monuments and listed buildings at risk. There is no apparent intention to pro-actively reduce this number by setting targets, nor is there any apparent intention to monitor and improve the situation with regard to other heritage asset types which may be at risk, including those of local importance.	See summary.	The Local Plan is not a Heritage Strategy and therefore the performance indicators are monitoring the performance of the policies in the Local Plan. The suggested amendments to monitoring indicators are more relevant to a Heritage Strategy rather than the Local Plan.
0032/P/04a/GC	Blackpool Council	Appendix C	n/a	Blackpool Council supports proposals documented in Appendix C of the Publication Draft, including those to address car parking issues in Poulton-le-Fylde town centre and hope they can assist railway station users who require long-stay car parking (the issue acknowledged at paragraphs 2.8.4 and 2.9.16 of the document). However, delivery mechanisms could certainly be clearer; Appendix C refers to 'DS_5'; it is not clear what or where this is.	See summary	DS_5 corresponds with site allocation SA1/8. It is recommended that site references in Appendix C are amended to use the site allocation reference in the Local Plan. Minor Modification: Amend site references in Local Plan Appendix C to correspond with site allocation references.
0343/P/01/GC	Highways England	n/a	n/a	Background - HE has worked collaboratively with Wyre Council throughout the earlier rounds of consultation on the Local Plan, in order to understand the impacts on the A585(T). This version of the Local Plan, HE commissioned its spatial planning consultants (CH2M) to test all of Wyre Council's potential site allocations against the ability of the A585 corridor junctions to accommodate them. The exceptions were the Windy Harbour, Little Singleton, Shard and Skippool junctions, which were omitted due to their improvement being within the remit of the A585 Windy Harbour to Skippool major scheme. A preferred route has now been announced and further modelling has been produced for the entire A585 corridor south of the Bourne Way junction at Thornton. HE will now continue to undertake work and provide further comments from a Spatial Planning perspective regarding the impact of the current proposed allocations on the A585(T). This work will be completed prior to the end of 2017. Overview - HE has considered the policies and proposals in the following documents; the Written Statement, Policies Map and the IDP. The SRN (A585(T)) in Wyre provides a link between the Borough's main urban population centres and junction 3 of the M55. The A6 (local road network) is also a key route and runs between Preston and Lancaster via Garstang, and connects to the SRN at M55 Junction 1.	None.	Noted
0048/P/03/C	Jean Maskell	n/a	N	Not sure the school, doctors and local amenities are adequate for this small area (WBC note - assume this refers to Thornton-Cleveleys).	Not enough room, jobs or road space to justify more properties being built in Thornton-Cleveleys.	The council has produced an Infrastructure Delivery Plan that outlines how infrastructure matters have been, and will be, addressed. In some cases, site allocations include a requirement for additional infrastructure to be completed, for example residential allocation SA1/2 Lambs Road/Raikes Road, Thornton requires the provision of land for a new primary school.
0056/P/03/C	John Bradley	n/a	Y	No comment received.	None.	Noted
0145/P/03/C	Michael Watson	n/a	Y	No comments made.	No comments made.	Noted
0407/P/01/C	Lesley Dodgson	n/a	N	I am responding having carefully having read through the Local Plan and the response by Forton Parish Council, and I do not think that it is a sound plan.	None	Noted - representation does not specify why the Local Plan is not sound.
0484/P/03/C	David Evans	n/a	N	No comments made.	No comments made.	Noted
0494/P/01/GC	Andy Jackson	n/a	n/a	The constant development would have a severe detrimental impact on the immediate area around Garstang and Great Eccleston. Environmental damage and loss of a large area of green fields outweighs economical and social propositions put forward by builders and their planning agents. Development is contrary to the aims of the National Planning Policy Framework and adopted Wyre Borough Local Plan - i.e. To check the unrestricted sprawl of large built up areas, to prevent neighbouring towns merging into on another and to assist in safeguarding the Countryside from encroachment. Lack of infrastructure to deal with these large housing developments - health, education and road systems not adequate to deal with population increase. Not to mention the character of small towns losing their unique identity. Strong objections to further proposed development.	See summary.	In planning for the future the council is balancing a number of competing social, economic and environmental objectives. It is the view of the council the at the local plan provides a balanced response to a series of complex issues, including planning for an appropriate level of housing provision. The Plan contains polices to address the impact of development on local communities and the local environment, however due to a lack of previously developed land its inevitable that future needs will have to be largely accommodated on greenfield sites. The reference to the NPPF and Local Plan seems to be a reference to the purposes of the Green Belt. There is no Green Belt designation at Garstang or Great Eccleston.
0510/P/18/GC	Save Our Scorton Residents' Association	n/a	n/a	No reference to the needs of the elderly. Developers using lack of bungalows as a justification for the release of land in the countryside.	Set out a policy on such provision setting out a set of criteria that housing developments targeted at the elderly (by housing size/design and/or occupancy condition) should meet.	Policy HP2 addresses the needs of an ageing population by seeking a percentage of housing above 20 dwellings. The issue of development in the countryside is addressed by Policy SP4 Countryside Areas. Locational matters are addressed by Policy SP2 Sustainable Development
0592/P/01/GC	Barnacre-with-Bonds Parish Council	n/a	n/a	Barnacre-with-Bonds PC consider it imperative, that to control development there should be a local plan. That key issues should also have been included – the current schools and local infrastructure is already stretched and is not capable of supporting the level of development proposed without major investment in this area. With this in mind, there should be an onus on developers to contribute to improving road infrastructure (for increased traffic) & services; Drs, Dentists, Police and Fire Service. There should be assurance that there is a mix of properties (from large detached properties to smaller semi detached / terraced properties) to reflect the demographic with adequate recreational areas including open spaces.	See summary.	Noted. The issues raised are addressed through the Key Issues and Challenges section of the local plan. The matter of house types is addressed by policy HP2.
0610/P/03/C	Preesall Town Council	n/a	Y	No comments submitted.	n/a	Noted
0644/P/03/C	Nateby Parish Council	n/a	Y	Agree that the Local Plan is a very comprehensive technical document and is generally sound. However still have reservations about how future development will impact on infrastructure including schools, medical services and highways. Nateby is particularly concerned about the safety at the junction of the A6 by-pass with Longmoor Lane, further development will only exacerbate this. We also think that footpaths and cycle paths should be provided in the greenbelt areas of the Wyre peninsula to provide open spaces for recreational activities. These areas currently appear barren, unattractive and inaccessible.	See summary.	The local plan has been informed by discussions with service and infrastructure providers and includes where necessary the provision for additional provision and highway improvements. The provision of footpaths and cycle routes through the Green Belt is not a matter for the Local Plan.

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0645/P/01/GC	Nether Wyresdale Parish Council	n/a	n/a	The Parish is a largely rural community characterised by its attractive rural landscape. Generally sparsely populated but contains a vibrant agricultural sector and a number of successful rural enterprises. A large part of the Parish is contained within the Forest of Bowland AONB. A major part of the Plan as drafted recognises these factors and as such the scope for new development is limited to accommodating essential development and developing rural enterprise in appropriate locations. This reflection of the status and nature of the Parish is supported. The largest settlement in the Parish is Scorton, a conservation village and genuine gateway to the Forest of Bowland AONB. The general proposals contained within this edition of the Local Plan that would result in the protection of this village as unique a place, is strongly supported.	None	Noted
0645/P/23/GC	Nether Wyresdale Parish Council	n/a	n/a	There are no specific allocations attributed to Nether Wyresdale including the two settlements of Scorton and Lower Dolphinholme. The reasons given, notably in respect of Scorton relates to constraints posed by the local and extended highway network. Whilst the highway capacity issue is supported it is considered that this sole reason for should be re-assessed since at the present time this would appear to be the sole reason for challenge. The defined village boundary as proposed is supported, but recognition should be given to a range of factors that have drawn the Council to this conclusion. This should be explicit in the supporting documents to the Local Plan. Whilst other 'constraints' might be implicit within the policy framework of the Local Plan, these should be recognised elsewhere. These should include the AONB designation and its setting, Flood Risk, conservation/built heritage issues, countryside setting, highways, settlement character, negative accessibility issues and lack of access to a wide range of community facilities and employment. The settlement boundary's for Lower Dolphinholme is supported.	Expand on rationale for not allocating sites in Scorton by reference to the factors listed in the representation.	Highway evidence provided by Lancashire County Council states that owing to the nature of the local highway network, Scorton should not be a focus of allocations for residential development. As such, the council have defined a settlement boundary for Scorton but have offered no residential site allocations. However the council do not accept that in the absence of this constraint there should be, as a matter of principle, in effect an embargo on residential development in Scorton. The benefits of Scorton to the visitor economy are understood as is its position in relation to the AONB, however these in themselves do not argue against appropriate development in terms of location, scale and design.
0659/P/03/C	Inskip with Sowerby Parish Council	n/a	N	The Plan is unsound on a number of grounds: (i) The Objectively Assessed Housing Need (OAHN) significantly exceeds the emerging Wyre housing requirement detailed in the DCLG "Planning for the right homes in the right places: consultation proposals" September 2017; (ii) The dispersal strategy for spatial distribution of housing is predicated upon highways constraints on access to the main urban settlements located on a peninsula west of the River Wyre. These highways constraints can be resolved allowing development to be focused in more appropriate locations, places where the demand for new housing is stronger; (iii) Inskip is a small rural settlement in the heart of the Fylde countryside. The Wyre Local Plan elevates Inskip into a Main Rural Settlement despite the fact that it has less infrastructure to support expansion than neighbouring settlements such as St. Michaels and Elswick that remain Small Rural Settlements. The proposed destruction of the essential character of the rural settlement is not reasonable and is not justified; (iv) The lack of local infrastructure makes the proposed expansion of Inskip unsustainable; (v) Concerns related to the location of proposed development at Inskip.	None stated.	See council response to representations regarding SA1/13 Inskip Extension.
0676/P/10/GC	Environment Agency	n/a	n/a	Development within 8 metres of the top of the bank or edge of the retaining wall of a designated Main River watercourse (or culverted watercourse) will require consent from the Environment Agency. Development that restricts access to a Main River watercourse and / or presents a risk of harm to the aquatic environment may not be acceptable. It is essential to ensure that any sites with Main River watercourses in an open channel or a culvert within the development site or within 8 metres of the site boundary take this into account. Where small sites require an easement on either side of a Main River watercourse that may be within the site, this could impact on the density of development that could be achieved. Development over culverted Main River watercourses will not be permitted. For all sites which are adjacent to Main River watercourses, or include them within their boundary, it should also be included in the site allocation commentary that an 8m easement measured from the top of the bank of the watercourse should be free from development. It should be included that where a Main River or defence is tidal, an Environmental Permit is required for development within 16m. Otherwise the distance is 8m for non-tidal Main Rivers. We would discourage developers from locating gardens from facing the watercourses and instead encourage watercourses to form part of any public open space, or have access roads located between the properties and the watercourse.	See summary.	Comment noted. In the interests of consistency minor amendments are suggested to ensure where a main river runs through or adjacent to an allocations reference to the need for a permit from the Environment Agency within 8 and 16 metres of the main river in the Key Development Considerations. Minor Modification: Where relevant amend allocations to reflect the need for a permit from the Environment Agency.
0676/P/13/GC	Environment Agency	n/a	n/a	Holistic approach to protecting groundwater is required as it is a regional rather than local resource with particular reference to the NPPF paragraphs 109, 120 and 121. The North West River Basin Management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. The remediation and reuse of contaminated land is an integral part of the improvement of water quality both for surface water and groundwater and we aim to secure a level of remediation in parallel with national criteria set in the Water Framework Directive (greater detail in letter). We support the local authority's policies on the re-use of brown-field and contaminated land.	See summary.	Comments noted. Pollution of controlled waters is covered in policies CDMP1 and CDMP4 (19 - 21).
0676/P/15/GC	Environment Agency	n/a	n/a	Several of the proposed Site Allocations are to be brought forward in line with a Masterplan, which we are supportive of and welcome the opportunity to provide comments where environmental issues are within our remit. We have also included a series of Environmental Constraints checks for the proposed Site Allocations. As previously mentioned, we reiterate that we welcome the opportunity to work with the LPA to develop your policies. We also may have opportunities to work with the council align environmental projects, such as Natural Course and Natural Flood Risk Management.	None.	Comments noted.
0691/P/01/GC	United Utilities	n/a	n/a	United Utilities are keen to work with the council during the local plan process to develop a coordinated approach for delivering sustainable growth in sustainable locations. We are keen to provide the necessary support and investment to allow aspirations for development to be achieved. If development is identified in locations where infrastructure is available with existing capacity, it may be necessary to co-ordinate the delivery of development with infrastructure in some circumstances.	None.	Noted
0691/P/02/GC	United Utilities	n/a	n/a	United Utilities will be able to better understand the impact of development on our network as more information becomes available on development proposals. It is important to highlight the rights of United Utilities which include: a domestic supply duty and the right to connect domestic wastewater flows to the public sewer. Applicants should therefore ensure early liaison with us alongside the respective lead local flood authorities to assess impact. Should a developer contact the local authority for a pre-application service, we request to be consulted for comments as part of any such process. This also applies to any masterplanning the local authority undertakes. We also wish to highlight our free pre-application service for applicants to discuss and agree drainage strategies.	None.	Noted

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0691/P/03a/GC	United Utilities	n/a	n/a	Regarding the three allocated sites located in the Groundwater Protection Zone (GWPZ) 1, the allocation of Fleetwood Dock and Marina; and land allocations for Forton. Moreover, the allocated greenfield sites have limited supporting water supply and sewerage infrastructure assets. The increased capacity needs to be supported by additional assets and requires a coordinated approach to phased development in line with supporting infrastructure works.	See summary.	Noted
0808/P/01/C	Story Homes	n/a	N	The Plan is likely to have a post-adoption period of 12 years - less than the 15 years set out in para. 157 of the NPPF - means that the achievement of its planning objectives and requirements will be challenging and the Council will soon be required to commence the preparation of its replacement Local Plan. Unclear why the Local Plan is to be back dated by at least 7 years from its projected year of adoption. The use of 2011 as a base date provides for an inconsistent timeframe between the Local Plan and much of its supporting evidence. The housing needs evidence for example refers to population projections which commence in 2014 and cover the period to 2039.	The Plan Period for the Local Plan should be amended to accord more closely with the evidence which is central to the Local Plan's strategic approach. The Local Plan should be re-based to 2014 to more closely reflect the base date of the Local Plan's housing evidence, and provide a plan period to at least 2034 to provide for a 15-year period post adoption.	The NPPF is not prescriptive in terms of the Plan period. The 2011 base date reflects the evidence set out in the SHLAA. The council consider that the proper planning of the borough is best served by adopting and implementing the Local Plan. This is not served by recasting base dates and timeframes with the potential impact on evidence base documents.
0808/P/04/GC	Story Homes	n/a	n/a	Lack of a Key Diagram - the inclusion of this within this Section of the Plan would provide greater clarity as to what the Council propose through the Local Plan, giving a high level view of the key spatial issues and opportunities of the Borough.	Add key diagram.	There is no requirement for a key diagram.
0808/P/23/GC	Story Homes	n/a	n/a	Requests that the Council produces a Housing Trajectory for all major allocation and permitted sites which illustrate the anticipated delivery of sites identified to meet the housing requirements of the Plan.	Housing trajectory	This is covered in the Housing Background Paper.
0814/P/01/GC	Robert Thompson	n/a	n/a	The creation of a settlement name (Hollins Lane) will lead to the name also being used for the much bigger Parish area. A road name is totally inappropriate for the settlement and the inevitable larger Parish area east of the A6 in Forton. There are other roads of equal importance (e.g. Cleveley and Shireshead) that could have been used and new housing development which could be used to create the settlement name. Bad choice of name because the road Hollins Lane extends north into Ellel Parish.	See summary.	Hollins Lane is an established settlement name. Hollins Lane is part of Forton Parish.
0831/P/01/GC	MOD (DIO)	n/a	n/a	Have reviewed the locations proposed for future development and has no objection.	None	Noted
0832/P/03/C	Kevin Toole	n/a	Y	No comments made.	No comments made.	Noted
0833/P/03/C	Paul Matthews	n/a	Y	No comments made.	No comments made.	Noted
0834/P/03/C	Steve Jenkinson	n/a	N	Extra housing not the main priority. Services cannot meet current needs. Question how adding a couple of thousand more cars and people to Wyre's roads will we enhance the area and preserve the natural environment sustainability of the area. Fast becoming part of Blackpool but on a bright note it might put some of the decision makers out of a job and hopefully then they will start to listen to tax payers opinions.	No comments made.	Under national planning policy, the council is obliged to identify its housing needs, consider constraints to meeting that need and allocate land accordingly. The council has worked with infrastructure providers and highway authorities to develop the Plan which is required to balance a number of considerations, including the need for housing and the impact on local services and infrastructure, and the environment of the borough.
0835/P/03/C	Patricia Gonzalez	n/a	Y	No comments made.	No comments made.	Noted
0836/P/03/C	Bernard Wilkinson	n/a	Y	No comments made.	No comments made.	Noted
0837/P/03/C	Lawrence Warburton	n/a	N	No comments made.	No comments made.	Noted
0839/P/03/C	Brian Mayne	n/a	Y	No comments made.	No comments made.	Noted
0840/P/03/C	Peter Ronald Williams	n/a	Y	No comments made.	No comments made.	Noted
0841/P/03/C	Louise Atherton	n/a	Y	No comments made.	No comments made.	Noted
0842/P/03/C	Carli Melia	n/a	Y	Regular user of the A585 trunk road from Fleetwood to Singleton traffic lights - have major concerns that the improvement plans for the A585 are in draft form. Would like to see full finalised plans submitted and approved at the same time as any planning permission for the areas identified for new home plots which would use the A585 - e.g. Fleetwood, Bourne Hill etc.	No comments made.	At the time of writing (November 2017) the plans referred to have been published in final form and now subject to a public inquiry. Highway evidence from Lancashire County Council for the local plan identifies the highway network as a key constraint to development in the peninsula and acknowledges that new development is required to have regard to the need to put in place facilitating improvements.
0843/P/03/C	Jennifer Barlow	n/a	Y	No comments made.	No comments made.	Noted
0845/P/03/C	Natural England	n/a	Y	No comments made.	No comments made.	Noted
0850/P/03/C	Alan Swindells	n/a	N	Infrastructure for new housing not sufficient.	No comments made.	The council has produced an Infrastructure Delivery Plan that addresses infrastructure requirements and the Plan contains policies and proposals to ensure that developments make appropriate contributions to the infrastructure needs of the borough.
0851/P/03/C	Lesley Tripp	n/a	Y	No comments made.	No comments made.	Noted
0853/P/03/C	Steve Palmer	n/a	Y	No comments made.	No comments made.	Noted
0854/P/03/C	Jacob Chantler	n/a	Y	No comments made.	No comments made.	Noted
0855/P/03/C	John Shaw	n/a	Y	Providing infrastructure and services can be sustained. Especially applies to GP facilities where capacity may be constrained by market supply of healthy staff and government resourcing.	No comments made.	Noted
0856/P/03/C	Janet Foster	n/a	Y	No comments made.	No comments made.	Noted
0878/P/02/C	Janet Gorman	n/a	N	No comment submitted. (WBC NOTE. It is likely that this is a reference to allocation SA1/13 Inskip Extension).	School needs funds to expand. Road need to be maintained regularly. Health care over used. Bigger or new health centre required.	See council response to representations regarding SA1/13 Inskip Extension.
0921/P/02/C	Sport England	n/a	N	Soundness issue - Why is the playing pitch strategy not listed online on the local plan evidence web pages?	None stated.	The playing pitch strategy is part of the Green Infrastructure Study suite of documents and is listed in the Evidence Base section of the Local Plan web pages.
0937/P/12/GC	Bourne Leisure	n/a	n/a	Bourne Leisure makes a significant contribution to the local and wider economy, generating expenditure and supporting both direct and indirect employment in the Borough and further afield, and likewise supporting local companies that are suppliers to Bourne Leisure. There is a history of adverse impacts on Cala Gran from the neighbouring Lancashire Waste Recycling ("LWR") facility (granted permission in 2011). The waste recycling facility has since had deleterious effects in the local area, to the extent that Bourne Leisure has had to choose not to make a previously planned £1 million capital investment in Cala Gran. Both LCC and the Environment Agency (EA) acknowledge that the harmful impacts of the waste transfer facility should be addressed. Despite this, in May 2015 LCC resolved to grant permission (LCC/2014/0144 and LCC/2014/0145) and has granted permission (LCC/2014/0146) to "regularise" the current unacceptable situation and extend the permitted operating hours - and the types of waste that can be accepted - with insufficient demonstrable evidence that the observed impacts will be remedied. In Bourne Leisure's view, this decision was taken with little regard to the direct impacts on Cala Gran, particularly given its key role in Wyre's tourism economy.	None	Noted
0943/P/03/C	Patricia Eastham	n/a	Y	Not stated	Not stated	Noted

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0957/P/03/C	Anthony Hind	n/a	N	The number of housing proposed is disproportionately large when compared to local needs as there is a difference in regional demand with higher demands for more affluent locations.	Calculate the demand for housing using local information and plan accordingly. The area need to improve the prosperity of the area and the proposed housing development is not the way to achieve this.	Local authorities are required by national planning guidance to objectively identify development needs. The council has produced a comprehensive evidence base that identifies the need for residential development. This has been considered along with an understanding of significant constraints to produce a requirement for new housing. It is appreciated that the result of this process is significant for some settlements. However, the council consider the process of identifying the objectively assessed housing need and the local plan housing requirement to be robust and sound. Further explanation can be found in the Housing Background Paper.
0968/P/04/GC	Cabus Consortium	n/a	n/a	Lack of a Key Diagram - the inclusion of this within this Section of the Plan would provide greater clarity as to what the Council propose through the Local Plan, giving a high level view of the key spatial issues and opportunities of the Borough.	Add key diagram.	There is no requirement for a key diagram.
1019/P/02/GC	Mike Cook	n/a	n/a	The incremental reduction of green land has overlooked the necessity for proper services and vital infrastructure to ensure sustainability. The release of green land has already increased commuter times, congestion and the risk of flooding. Further housing developments will increase these problems and create air pollution. Green areas also enhance biodiversity, are required for food production, and provide a counterbalance to the ever increasing urban heat island effect. Brownfield land should be developed first, and there are a number of them within the borough that should be targeted by housing developers.	Allocate more brownfield land for development.	Wyre is a borough with a very limited supply of previously developed land. The Local Plan maximises the use of deliverable previously developed land in meeting development needs. The Publication Draft Local Plan makes has allocated 865 dwellings on brownfield land in the Publication Draft Local Plan (allocations made under policies SA1, SA3 and SA4). It is inevitable that agricultural land is used for development to meet identified needs. Although the preference is that the least best quality is developed, this is not always possible and a balance has to be struck between development needs and the loss of agricultural land. This is entirely in line with the NPPF which, it is noted, requires councils to "boost significantly the supply of housing" (para. 47). It is noted that through the Fleetwood-Thornton Area Action Plan the council has indeed prioritised the development of brownfield sites. However these have largely been developed. A number of respondents have stated that the council should meet its brownfield quota. It is noted that there is no longer a requirement at national or regional levels for any council to meet a quota for the amount of development on previously developed land.
1022/P/04/GC	John Shedwick, County Councillor	n/a	n/a	Further objections on multiple grounds made by Thornton Action Group and the Save our Stanah Group have my full support.	None.	Noted
1023/P/02/GC	Fleetwood Civic Society	n/a	n/a	Fleetwood is proud to be recognised for having two Grade 11 Registered Historic Parks and Gardens being the Mount and Memorial Park.	None.	Noted
1027/P/01/GC	M Capital Developments Ltd	n/a	n/a	Submitted with the representation is a Land Promotion Study for a site know as Home Farm, Ellel. A mix use site including 800 dwellings. The site is in the Lancaster District but adjoins Wyre Council. We submit this to Wyre Council to make them aware of the situation and to inform positive dialogue with Lancaster District. The Duty to Co-operate states Lancaster and Wyre Council's have asked each other to assist in each other's housing supply shortage. This is clearly a situation for both administrative districts.	None.	Noted
0694/P/02/C	Theatres Trust	New Policy	N	Not sound as no clear policy to promote and protect community and cultural facilities to reflect item 70 of the NPPF. There is a policy for facilities in rural areas and in town centres, but not covering the whole borough. Cultural facilities are important in supporting the local and visitor economy. Local plans should therefore support arts and culture at all levels to support the local economy and ensure that everyone has access to cultural opportunities. Policies should protect, support and enhance cultural facilities and activities, particularly those which might otherwise be traded in for more commercially lucrative developments, and promote cultural led development as a catalyst for regeneration in town centres.	We recommend the inclusion of the following policy to address para 70 of the NPPF: Cultural and Community Facilities Development of new cultural and community facilities will be supported and should enhance the well-being of the local community, and the vitality and viability of centres. The loss or change of use of existing cultural and community facilities will be resisted unless 1 replacement facilities are provided on site or within the vicinity which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or 2 it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site. The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm. For clarity, and so that guidelines, we recommend that the accompanying text and the Glossary contains an explanation for the term 'community and cultural facilities' and provide examples: community and cultural facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.	The council agrees to update policy EP11 to remove reference to rural areas, so that the policy seeks to protect community facilities within the whole borough. Minor Modification: Amend to Policy EP11 to remove reference to rural areas.

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Unique Ref	Name	SA Ref	SA - Summary of Representation	Response
0051/P/13/D	Robert Fail, on behalf of Wyre Labour Group of Councillors	Chapter 3, 4 and 5	<p>Section 3 – KEY SUSTAINABILITY ISSUES: Basic Employment and Transport connectivity issues are recognised (Economy and Transportation section, page 18). However, more housing means more congestion. Also, poor employment levels will mean more commuting, and yet more congestion. Congestion and accessibility is the biggest disincentive for employers to invest in Wyre. The report does recognise to an extent measures which could overcome the transport issues, which in turn could help to overcome the employment deprivation; a couple of examples are included in the Transportation section (Page 18). The reinstatement of the rail line from Poulton to Fleetwood should be an integral part of the plan, to help tackle transport issues, encourage employers to the area and improve quality of life. The shortage of Public Open Space in a number of areas is not recognised and the new Local Plan should tackle the current shortage. However the importance of our landscape and Green Infrastructure is included in the Landscape and Biodiversity section (page 17). This Local Plan should be resolving the Borough's tourism issues. However, the link between poor transport connectivity and suppressed tourism has not been recognised. There is an opportunity to tackle these issues, at the same time as managing its housing requirements.</p> <p>Section 4 – SA FRAMEWORK: The objectives should include obligations to meet Public Open Space provision</p> <p>Section 5 – ASSESSMENT OF THE DRAFT LOCAL PLAN: Para 5.2 – The negative impact on commute figures, increased congestion, increased inability to meet open space targets is not recognised. These issues shouldn't just be mitigated but fixed. Para 5.3.3 (Health) –Policies (HP9, CDMP1, CDMP3, and CDMP4) could improve health and well-being, for residents of the new developments, but without ANY policies to tackle current shortfalls, the wider picture is that health and well-being of ALL residents is not being considered. Para 5.3.5 (Access) –Policies SP7, CDMP4, and CDMP6 will 'help to' ensure infrastructure needs of residents will be met. The key words are 'help to' as plans for 'road improvements' may help some residents but yet again the wider picture is that those policies will NOT meet the infrastructure needs of residents in general. Para 5.3.6 (Economic Growth & Urban Renaissance) –CDMP4 and CDMP6 'have the potential to protect and enhance...' It is of course patently obvious that they have the potential, but as they stand currently, they will fail to deal with the Borough's fundamental problems.</p>	<p>This representation is partially in relation to the content of the SA.</p> <p>In relation to the SA objectives, objective 5 includes a sub-objective to improve access to open space, objective 8 includes a sub-objective to provide opportunities for people to access wildlife and open green space.</p> <p>The highways evidence provided by Highways England (2016) and Lancashire County Council (2017) considers the nature of the local and strategic road network. This has considered transport interventions to the highway network. Within the urban peninsula, in addition to committed schemes that include the Little Singleton Bypass, interventions include the Poulton Mitigation Strategy and A585 changes as promoted by Highways England. The delivery of the intervention maximises the level of development that can be accommodated.</p> <p>The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. The IDP sets out the necessary infrastructure needed to deliver the growth set out in the Local Plan. The Local Plan cannot address existing deficiencies. Policy SP7 provides the policy mechanism for infrastructure provision and developer contributions.</p> <p>Policy CDMP6 (1 (j)) protects the disused railway line between Poulton and Fleetwood and the railway line is identified on the Local Plan Policies map. The council through the Local Plan is able to support the development of new public open space either "freestanding" or as part of a residential development where planning permission is required. The Local Plan evidence base includes a Green Infrastructure Strategy and Playing Pitch Strategy. The Local Plan is part of the implantation framework of both documents, however their full implementation - including any local targets - requires the cooperation of a number of different organisations. This is a matter for Wyre council and a corporate body and its partners and goes beyond the parameters of the Local Plan.</p> <p>Following discussions with clinical commissioning group, many areas in the borough are expected to have sufficient capacity in existing surgeries to cater for increased demand, where extra provision is required, provision of extra facilities is set out in the IDP and Local Plan.</p> <p>There is no evidence that tourism is suppressed by poor transport connectivity. The Local Plan includes policies to support sustainable transport measures.</p> <p>In relation to para 5.3.6 and policy CDMP4 and CDMP6 the representation does not specify why the policies will fail.</p>
0064/P/11/D	Peter Tarrant	Table 1 (in the Non-Technical Summary)	<p>I find the Key Sustainability Issues listed in Table 1 to be a reasonable summary of many of the issues that the Local Plan needs to consider. The following issues could be beneficially added to this table to make it more complete: Inward migration. Lack of quality open space and green corridors which are accessible by walking within the coastal urban areas. Lack of biodiversity within the main urban areas. Housing that is attractive for older persons to downsize to. Lack of school places close to the major new and existing population centres. Making the borough more attractive for younger people to remain after completing their education. Ensuring the quality of all new building and refurbishment. Cybercrime and rogue traders, particularly crime that targets more vulnerable residents.</p> <p>Unfortunately the remainder of the SA is little more than a half hearted box ticking exercise due to the serious deficiencies in the Local Plan itself as indicated elsewhere in this representation.</p>	<p>Comments in relation to table 1 refer to the Non-Technical Summary Sustainability Appraisal Report. Table 1 provides a summary of the key issues and is not meant to be an exhaustive list. With the exception of inward migration, the additional matters raised are included within the broader themes of the SA summary table.</p> <p>The SA has followed a systematic process to evaluate the Local Plan and the site allocations. Table 3-1 (page 10) in the full SA report sets out the specific requirements that need to be fulfilled and how this has been met through the Local Plan SA. The iterative process has assisted in the preparation and development of the Local Plan.</p>
0172/P/06/D	Trudie Webster	n/a	<p>We believe that the reallocation of the proposed site complies with Sustainability Appraisal Number 4, 'to ensure housing provision meets local needs' in which the percentage of homes and type of homes have been deemed unfit (please refer to the additional Representation Document for further details).</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>Site is considered separately under soundness.</p>
0344/P/17/D	Historic England	n/a	<p>The SA is deficient of sites by virtue of not carrying out a customised heritage impact assessment for each site where an asset is identified as relevant. As such the SA cannot determine the significance of the asset, any harm (or enhancement) that may arise from the development of each relevant site (to the asset and its setting) and therefore is unable to balance this with any wider public benefits.</p>	<p>The SA is high-level and follows a logical approach, assessing the sites against the site assessment criteria (appendix E). The SA contains an objective 'to protect and enhance the cultural heritage resources' (objective 10) and a criteria for the historic environment is included.</p>
0395/P/04/D	CPRE Lancashire	n/a	<p>The plan is not sustainable as too many houses are planned.</p> <p>We would object to urban sprawl along the A6 and the following sites being allocated: Site SA1/2 – Lambs Road/Raikes Road, Thornton, CPRE Lancashire objects to a figure beyond 165 dwellings. Site SA1/8 – South of Blackpool Road, Poulton le Fylde Site SA1/13 – Inskip Extension - CPRE Lancashire objects to this site allocation. Site SA1/16 – West of Cockerham Road, Garstang - CPRE Lancashire objects as the site represents another significant loss of agricultural land. Site SA1/25 – Land off Garstang Road, Barton -CPRE Lancashire objects to the principle of development of this land. Site SA2/3 – Riverside Industrial Park extension, Catterall CPRE Lancashire objects to the development of this site. Site SA3/4 – Forton extension, Forton – we object Site SA3/5 – Land West of the A6, Garstang CPRE Lancashire objects to the site being allocated.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>The Local Plan has to balance a number of competing social, economic and environmental matters which includes allocating land for development balanced against protecting the countryside.</p>

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0412/P/17/D	Forton Parish Council	n/a	<p>The Combined Sustainability Appraisal and Strategic Environment Assessment report (CSA) considers that development is likely to significantly increase car usage and their emissions, having a negative impact on air quality and health. Forton PC is very concerned about the lack of sustainability or transport aspects of the WBLP.</p> <p>Polices (CDMP6 and EP11) relating to access and facilities in the rural area could be strengthened.</p> <p>Forton PC seeks evidence that the proposed developments in Forton, Hollins Lane and the rural area will not worsen health care provision. The important observations (regarding the environmental assessment) are scarcely noted in the WBLP and thus undermine the sustainability contribution to soundness and strengthen the need for a community led masterplan.</p> <p>Forton PC considers the CSA has failed to comprehend the effect of development on Hollins Lane, where the number of dwellings is proposed to more than double. Given the size of the settlement, the loss of green field is not, proportionately, 'small'. It has altered the character of the settlement.</p> <p>Forton PC considers the possible compromise to policies and the possible inadequacy of mitigation in its comments on polices (see comments regarding individual policy comments).</p> <p>The Local Plan cannot meet the OAHN and providing sustainable development unless a lower OAHN figure is adopted. The DCLG figure provides an opportunity for WBC to adopt a lower OAHN, while remaining within government targets. Forton PC strongly requests WBC responds positively to the Consultation in the interests of residents.</p>	<p>The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a logical approach, assessing the sites against the site assessment criteria set out in appendix E.</p> <p>Some of the comments are not directly in relation to the content of the SA report. The Local Plan is balancing a number of competing social, economic and environmental matters that includes allocating land for development and protecting the countryside. Provision of employment land to provide opportunities for rural employment, provision of a small local convenience store and a community hall is proposed through the key development considerations for SA3/4 to improve the sustainability of the development. Policy SA3/4 key development consideration requires the development to provide a health facility if required.</p> <p>The representation does not specify how policy CDMP6 and EP11 should be strengthened.</p> <p>In a borough with a very limited brownfield supply, inevitably this will require the allocation of land within the countryside. It is accepted that the allocations at Forton and Hollins Lane represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of developing in the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.</p> <p>See council response to representations regarding OAHN and housing supply.</p>
0424/P/07/D	Judith Hargreaves	n/a	I support the representation made by Forton Parish Council.	Noted
0458/P/04/D	Cabus Parish Council	n/a	<p>A disproportionate degree of the allocated sites for housing fall within an areas which already fails to meet the needs of its population: employment opportunities, schooling, transport, health, highways, access etc. Similarly, a disproportionately high proportion of the existing population of Garstang area commutes to work and school putting strain on the highways network.</p> <p>The cumulative effect of the housing in an already 'infrastructure and employment challenged' area is not sustainable.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>An Infrastructure Delivery Plan (IDP) has been produced which sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Wyre Local Plan. The IDP supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers.</p>
0492/P/04/D	Stephen Hunter	SA3/3	<p>WBC note representation in relation to SA3/3. Discrepancy between the local housing need based on projected population growth (3.8% over 16 years - ~1796 dwellings) and the housing proposed by the OAHN (9580), which means that the plans are overstated and fundamentally flawed. Locals are against by the volume of unnecessary housing proposed for green areas and is silent on fracking of nearby land (negative impacts on rural communities and tourism). Further (likely) fracking developments, if anything, will result in a net population decline and a loss of job prospects while damaging the environment. The plan appears to be based on the assumption that new homes will attract young buyers. However, there is enough choice within the market already and limited job prospects will affect the housing market and ultimately whether young people choose to settle in Wyre.</p> <p>I'm unconvinced that the economy is going to boom and create sufficient localised jobs resulting in even more people commuting. I feel society is moving toward metropolitan employment centres whereby people are sucked into city centres and away from rural communities. I feel the Plan should be redrafted based on reasonable assumptions.</p> <p>I am concerned with the proposals to build 590 houses in Great Eccleston which would effectively double its size. Moreover, if the Roseacre Fracking sites gets approved in April, these homes will be 2 miles downwind of the polluting industrial estate. Thus, this proposal should be removed from the plan.</p> <p>Scheduled Monuments: The housing plans include fields which site the 17th Century Dovecote and threatens to destroy its rural setting. In previous cases where housing developments were sited adjacent to Dovecotes, requests for photomontages by Historic England were ignored and permission granted without a full council meeting. I feel that there should be no development within a specified distance so as to protect Dovecote and surrounding fields. If the council excludes the fields from its plan then I am hopeful that I can stop building, and in time I would consider donating the field to the National Trust. The Dovecote could be a real asset for Great Eccleston with a great history.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding OAHN and housing supply.</p> <p>The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. In a borough with a very limited brownfield supply, inevitably this will require the allocation of land within the countryside. Lancashire County Council is responsible for determining planning applications for shale gas development in Lancashire.</p> <p>The councils housing and employment OAN figure is based on a robust methodology which follows current Government guidance.</p> <p>The site (SA3/3) is being promoted by a landowner/developer. There is no cogent evidence to suggest that the site will not be delivered over the Local Plan period due to a lack of market demand.</p> <p>It is accepted that the allocation represents a large extension to the village. However, in itself this is not a justification for non-allocation and there is nothing in national planning guidance that would support non-allocation on the simple matter of relative scale. The sensitivity of developing in the edge of rural settlements was indeed acknowledged in the 2015 Issues and Options document. However, in a situation where there are significant constraints on development across the Borough, it is the council's view that a policy of proportionate growth specific to a particular village would not be defensible where the council is unable to meet its objectively assessed need for housing. However the sensitivity of edge of settlement locations is understood and it is the express intention of the Local Plan is that matters such as design, layout and boundary treatments are such that new development will take the form of an "organic" extension to the village as opposed to a "bolted-on" housing estate.</p> <p>Policy SA3/3 key development considerations notes the Dovecote within the site is a Scheduled Monument and Grade II listed building and an appropriate buffer will be required to protect its setting.</p>
0592/P/02/D	Barnacre-with-Bonds Parish Council	n/a	The sustainability appraisal provided a good overview of the Local Plan.	Noted
0610/P/04/D	Preesall Town Council	n/a	As development takes place the greater the need for infrastructure improvements. If this does not happen then the plan is unsustainable. Consideration is also required to improve local employment prospects so that greater burden is not placed on the highways as residents are forced to commute.	<p>This representation is not directly in relation to the content of the SA report.</p> <p>The Infrastructure Delivery Plan (IDP) supporting the Local Plan sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan.</p> <p>To support the local economy, the Local Plan makes provision for 43 hectares of employment land across the borough, this includes the allocation of 3.92ha of land within the rural area.</p>

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0656/P/02/D	Jill Walton	SA1/13	The housing under construction will increase local population by 25-30%. The 200 further dwellings will overwhelm the character of the village, facilities and road networks (which already have congestion problems) creating additional hazards for cyclists/motorists/pedestrians. Employment opportunities are limited aggravating the road issues. Development proposed for prime agricultural land not consistent with the NPPF. Following Brexit, the UK will need this land for food provision so the plans are short-sighted.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0657/P/02/D	Paul Burrows	SA1/13	Accepts that new houses needed but that Inskip has done its part. Building proposed is excessive and an easy way for the council to fulfil its new housing obligations at the expense of Inskip residents. Village is not an ideal place to bring up young families - distance to amenities/facilities. Current facilities are very limited and in a poor state of repair. May increase activity at the YIPs centre to self's detriment. Pavements in a poor state of repair. People would prefer to live in more sustainable locations (e.g. Preston, Garstang, Kirkham) with more amenities. Many residents have moved to the village for peace and quiet which will be significantly affected by the proposals. Hope the council will reconsider.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0659/P/16/D	Inskip with Sowerby Parish Council	5.2.1.4	The Sustainability Appraisal highlights that "all allocations, other than those located in Bowgreave, are located over 4km away from existing health care facilities potentially resulting in negative effects on health and wellbeing in this area. The lack of health care facilities in these areas may result in the nearest facilities being put under pressure and unable to deal with demand. Furthermore, the large number of residential dwellings proposed in the area could result in a pressure being placed on local educational facilities as well as basic amenities and services. It is recommended that further facilities are included in development in order to mitigate any potential negative effects that development may bring about. It is recommended that sustainable transport provisions to the nearest facilities are strengthened and consideration should be given to new health care facilities which are included in the development". In the case of Inskip the existing crisis in provision of primary health will be significantly exacerbated not only by the proposed Inskip-Extension but also as a result of the large developments proposed at Great Ecclestone, where the local Health Centre is located. Until the Wyre Local Plan includes proposals for enhanced Primary Health Care to meet the needs of the communities of Great Ecclestone, Elswick, Inskip, St. Michaels, and rest of rural Wyre and Fylde that are currently supported from the small and struggling Health Centre in Great Ecclestone it cannot be seen as Sustainable. Proposed modifications: It is recommended that at Para. 5.3.3 the Sustainability Appraisal is amended to include a Health Policy Recommendation to this effect.	The SA recommendation for SA1/13 (appendix F, page 230) includes mitigation that the Local Plan should consider commissioning new healthcare facilities and strengthen sustainable transport provisions to nearest surgery. The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with Clinical Commissioning Group confirm the need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Ecclestone and from the surrounding area (including Inskip). The allocation policy for SA3/3 (7) requires provision of a new health centre. Policy SP7 sets out the requirements for infrastructure provision and developer contributions.
0659/P/17/D	Inskip with Sowerby Parish Council	5.2.2	Rejected alternative sites Other than stating that the rump of the field to the north of Site SA1/13 – Inskip Extension and sites at Hodkinson's Farm, to the south of Preston Road, Dead Dam Bridge, Preston Road, and Higham Side Road, Preston Road were rejected owing to highway constraints there is no indication as to why these sites were considered sequentially less preferable to the proposed Inskip-Extension. Comparison of Sustainability Appraisal of proposed Inskip-Extension (detailed at Appendix F, Para. 4.4) and rejected sites (Appendix G, Para. 4.5). The disparity between the scoring of Site SA1/13 – Inskip Extension and of the rejected site at Hodkinson's Farm is unjustified and unacceptable as there is no evidence presented that differentiates the two sites. Proposed modifications: It is recommended that justification is given for the preference hierarchy of sites at Inskip in order to demonstrate the objectivity of the preference order. It is recommended that evidence is presented that differentiates between the proposed Inskip Extension site and the rejected Hodkinson's Farm site.	The site selection process has been described in the Wyre Site Allocations Paper of September 2017. The background paper describes the alternative options considered in Inskip and why they were considered to be least sequentially preferable compared to the proposed allocation site, allocating land up to the highways cap. SA1/13 (appendix F, page 230) and AO/INS3 (appendix G, page 320) receive the same scores in the SA with the exception of Air Quality. For air quality, SA1/13 receives a '-' score and AO/INS3 receives a '- -' score. The scoring of '- -' is an omission and in accordance with Site Assessment criteria (appendix E), the site should have also received '-' score. This does not alter the conclusion of the council to allocate SA1/13 in preference to AO/INS3 which remains sequentially preferable.
0661/P/03/D	Brian Leighton	SA1/13	Absence of evidence based on need. Employment in the area is under threat of reduction (e.g. BAE). Infrastructure needs including education, health and community services not addressed in any detail particularly in terms of capital and revenue costs.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0664/P/18/D	George Diaper	SA1/13	Re Rejected Alternative Sites The Inskip sites had already been rejected due to Highway Capacity for Inskip and St Michaels. Why then is the North of Preston New Road/Pinfold Lane still appearing?	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0665/P/03/D	Dianne Hogarth	SA1/13	Refers to NPPF Para 17(7) & Para 37 -Housing not needed. No employment in the area, no high schools and no public transport resulting in occupants of the new housing requiring cars as a mode of transport. Refers to NPPF Para 17(8) - Loss of prime agricultural land impacting livelihoods of farmers and natural habitats. With Brexit we should preserve the land that feeds us. Refers to NPPF Para 32 - No sustainable transport modes. Pinfold lane (the site) is narrow and has low visibility, leading onto Preston Road where patents must park to collect their children from school causing issues when overtaking parked cars. The development will therefore create additional hazards. Increased danger to cyclists and narrow roads facilitate accidents. Transportation of goods and services cause additional congestions which will be made worse due to the development. Refers to NPPF Para 38 - Primary school even with extension is oversubscribed and therefore unable to cope with the additional dwellings. No high schools so unavoidable commutes down winding roads often blocked by cattle or tractors. Inskip is located in flood zone 3. Destroy the character of the village. Houses should be placed on brownfield land.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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0675/P/10/D	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Appendix B	<p>Refers to Appendix B</p> <p>Reference 29 (page 23) and 35 (page 27) include defunct website links and are out of date. and to the outmoded Lancashire Biodiversity Action Plan (BAP). Reference to:</p> <p>Lancashire's Ecological Networks; Lancashire Biodiversity Action Plan (content of former LBAP website); Lancashire Key Species;</p> <p>would be more up-to-date, and a more effective link would be to the Lancashire Environment Record Network (LERN) at: http://www.lancashire.gov.uk/lern/services.aspx.</p> <p>The reference, also on page 27, to breeding Lapwing population data for the "Forest of Bowland" is now very out-of-date (1998). Presumably the Bowland Fells SSSI and Special Protection Area (SPA) for birds is intended rather than the Forest of Bowland Area of Outstanding Natural Beauty (AONB), which is not a nature conservation designation? More up-to-date data on populations of breeding waders and temporal trends in their numbers and distributions may be sourced from the Lancashire & Cheshire Fauna Society via the Lancashire Environment Record Network (LERN). The temporal data for breeding Hen Harrier in the Bowland Fells SPA would also be informative as, although it is one of the features of special interest for which that SPA is designated, this species has been in marked decline in the Bowland Fells SPA for some time.</p> <p>"Area and connectivity of wildlife corridors" should be updated to 'area and connectivity of ecological networks'; the latter being more objectively defensible as identification is based on the use of software for Geographical Information Systems, and as the term and concept in current use in the NPPF and elsewhere</p>	<p>In relation to Lancashire BAP data, this content is now accessed via Lancashire Environment Record Network (LERN) and the SA monitoring framework will be updated to refer to LERN.</p> <p>A Habitat Regulation Assessment (HRA) of the Local Plan reviewed a range of data sources including Fylde Bird club records and Natural England Site Improvement Plan for Bowland Fells SPA. The HRA (table 5) concludes that any element of the Local Plan is unlikely to lead to any likely significant effects on the SPA. The HRA has been agreed with Natural England.</p> <p>Reference to 'area and connectivity of wildlife corridors' is a identified data gap in the SA baseline for in relation to SA objective 8 that includes a sub objective to 'protect and enhance habitat and wildlife corridors'. It is consider unnecessary for the SA sub objective wording to reflect the exact wording in the NPPF.</p> <p>The omissions in the SA baseline data sources and bird data have not altered the conclusions of the SA or Local Plan outcomes.</p>
0676/P/14/D	Environment Agency	n/a	We note that flood risk is focused on surface water. However fluvial and tidal flooding across the Wyre Borough is a particular concern which should discussed in more detail in the evidence base, especially when taking climate change into consideration.	The site assessment criteria set out in appendix E deals with surface water, fluvial and tidal flooding.
0808/P/06/D	Story Homes	n/a	<p>The Sustainability Appraisal is light touch in its approach and fails to examine in any detail the implications of each growth option has for key issues such as delivering a sustainable pattern of development or protecting town centre viability and vitality. The Sustainability Appraisal should be re-examined assessing the implications for each scenario on a settlement by settlement basis (or by tier of the settlement hierarchy). The Council should also appraise the implications of the delivery of the "hybrid" approach which is taken forward by the Plan and most notably has not been assessed by the Council through the Sustainability Appraisal.</p> <p>Proposed Modification - The Sustainability Appraisal needs to be revised on account of this and the above issue.</p>	<p>The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a systematic process to evaluate the Local Plan and the site allocations. Table 3-1 (page 10) sets out the specific requirement that need to be fulfilled and how this has been met through the Local Plan SA.</p> <p>Three development options were assessed as part of the Issues and Options SA in 2015. Subsequent to this, the emerging evidence base established highway capacity and flood risk as key constraints. Highway constraint is the key constraint and the resultant Local Plan strategy is based on highway capacity limiting the scale and distribution of development across the borough. The resultant strategy is not one of the options set out in the Issues and Option 2015 but is the only strategy possible within the constraints.</p> <p>The Publication Local Plan SA has assessed the development strategy through policy SP1. The allocations and rejected alternative option sites have been individually assessed to determine their sustainability performance and recommendations for sustainability improvements proposed. The site assessments have also been cumulatively assessed against the tier of the settlement hierarchy.</p>
0811/P/04/D	Sarah Nunn	SA1/13	<p>The Sustainability Appraisal attached to the Wyre Borough Plan accepts all of Inskip's unsuitability and even gives the reasons of highway access as the reason for the rejection of several sites in Inskip – it doesn't make any sense that the field to the North of the village in SA1/13 should be accepted into the Plan when other sites were rejected on the grounds of "Highway Capacity" (Page 42).</p> <p>Houses do not sell well in Inskip, I have never known there be a great demand for housing here. The new houses currently under development have not sold yet, supposedly on 5 of the 27 due to be finished in Sept 2017 have sold and work on the remaining builds has ground to a halt. It surely is not sustainable to rush through the development of 255 more! Which could end up empty or worse half finished! The amount of new housing in North Preston, Garstang, Gt Eccleston, Longridge, Blackpool and Kirkham mean that there are many more places within the same sort of commuting area with much more attraction, people who live in Inskip have chosen to because it's a small and quiet community and it's unfair to subject a change in that against their will.</p> <p>In my opinion by destroying the agricultural industry in the area and by building on farmland you will subject this village to a very uncertain future.</p>	<p>This representation is not directly in relation to the content of the SA Report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0812/P/04/D	Richard West	SA1/13	<p>Sustainability issues in Inskip: Medical - serious doubt that the practice in Gt Eccleston can accept more patients. Roads - B5269 is a winding country road - farm vehicles - increased car traffic will cause conflicts. Access over narrow bridge's. More housing in Inskip and surrounding villages will cause congestion. Employment - job losses at BAE. Enterprise zones will not provide the salary levels to justify the type of houses being built at Inskip.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0849/P/02/D	Graham Fletcher	SA1/13	<p>SA1/13 - a housing allocation for 255 properties will considerably change the character of Inskip by doubling the number of houses within the village. It would actually destroy the village identity.</p> <p>The number of houses proposed is massively disproportionate to other areas of housing included within the Plan. Allocation is not evidence based but on the willingness of a landowner to make land available.</p> <p>Not an 'organic' extension to the village as stated in the Plan.</p> <p>The NPPF states that the requirements for new housing should be evidence based. Existing and new properties in the village take time to sell. Current new build in the village not selling and works have slowed down. This example, when compared to the speed in which new properties surrounding Preston are selling, would strongly indicate that there is little desire to live in Inskip.</p> <p>There are no plans for additional medical care to be provided and currently there is a long wait at the nearest doctors and dentists in Great Ecclestone for an appointment.</p> <p>Although funds indicated for a new school no indication of how on-going costs will be met (e.g. teaching staff). No mention of transport links being improved. Main road through the village is a minor B graded road and may well become congested at certain times of the day because of the doubling of the village size, no mention of any improvement is made. Many of the side roads are single track and some are subsiding and in poor state of repair, probably going some way to causing the number of minor accidents each year.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>

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0852/P/04/D	Michael Wills	n/a	The number of houses to be built does not correlate to projected population growth. 8000 houses implies at least 16,000 persons. That is an extra 30,000 plus cars in the region. The road system is struggling to cope now - it will only get worse	This representation is not directly in relation to the content of the SA report. See council response to representations regarding OAHN and housing supply.
0855/P/04/D	John Shaw	Section 5.3, 3.4.1 and 4.1.17	Section 5 3 correctly emphasises need to improve health and well being. This will require all development to be approved only in line the provision of adequate health facilities. The document states this might not always be possible, but I think it is essential. For example, Garstang medical practice consistently achieves high standards of delivery in modern facilities. The maintenance of this standard is at risk through increased population, and is not in the control of the medical practice. Any development should only alongside increased medical provision to meet the increased population. That may need government policy intervention and support. Sections 3.4.1 and 4.1.17. It is good to see that development will not compromise separate entity of individual settlements. The A6 corridor must not merge Garstang into Lancaster and Preston.	The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with Clinical Commissioning Group confirm the need for provision of new health care facilities in part of the borough. Policy SP7 sets out the requirements for infrastructure provision and developer contributions. Reference to 3.4.1 and 4.1.7 is in relation to the Local Plan. The support is noted.
0860/P/11/D	Matthew Nunn	SA1/13	The sustainability Appraisal seems to agree with my opinion, building in Inskip is not a particularly good idea, it would be expensive to develop (evidenced by the failure to make the current development work or attract the interest of any large building firms). The thing most villagers fear is having empty houses in the village, as they have in neighbouring village Catforth where 6 new builds have been stood empty for 5 years! The loss of good quality agricultural land on SA1/13 will adversely affect the local economy, ecology and habitat of the local wildlife. We regularly see a Barn owl flying on that field as well as migrating birds, badgers and other wildlife. Inskip is a small rural village, the residence neither want or think it sustainable to build hundreds of new houses and it's quite clear from the way the process has gone and the selection of SA1/13 that the landowner has long term plans to continue development after or parallel to this plan. Page 42 of the Sustainability appraisal shows the reasons for rejection of other sites within Inskip - Highway capacity! How on earth is it arguable that one site in Inskip is rejected on that basis and another is not when the village sits between two B roads with very limited access in and out. The nearest highway to the proposed site is Pinfold Lane which is little more than a farm track with several very dangerous 90 bends and steep verges. It's simply not sustainable to build 200 houses on this road, it would be dangerous and counter productive to the stated aims of the Plan and the NPPF in terms of accessibility and wishes to promote cycling and public transport, of which Inskip has a severely limited service.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0861/P/03/D	Gillian Saunders	SA1/13	Why is Inskip chosen for this high number of houses, which almost doubles with size of the village? We have a limited bus service, a small school, and no other amenities. Where will the infrastructure to support this number of houses come from? The nearest doctors at Great Eccleston is already taking 2 to 3 weeks to provide an appointment. Increasing our 2016 house stock by 220% is disproportionate. We have already got some new houses being built, so have accepted some stock, but 200 is far too many for this rural community. You will be destroying the village. Where are the jobs coming from in the local area to finance the purchase of these houses. If people are going to commute to the area, the roads are not in a fit state to cope with the increased traffic. Pinfold lane is already collapsing, the road from Inskip to Kirkham is in a bad condition. We have narrow roads and a blind corner on Pinfold lane. Increasing the traffic to the extent that 200 houses, with probably 2 cars per household is dangerous. You should not approve this plan.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0862/P/02/D	Angela Fletcher	SA1/13	SA1/13 - a housing allocation for 255 properties will considerably change the character of Inskip by doubling the number of houses within the village. It would actually destroy the village identity. The number of houses proposed is massively disproportionate to other areas of housing included within the Plan. Allocation is not evidence based but on the willingness of a landowner to make land available. Not an 'organic' extension to the village as stated in the Plan. The NPPF states that the requirements for new housing should be evidence based. Existing and new properties in the village take time to sell. Current new build in the village not selling and works have slowed down. This example, when compared to the speed in which new properties surrounding Preston are selling, would strongly indicate that there is little desire to live in Inskip. No mention of how local medical care (doctors/dentists) will be enhanced to cope with the extra patients. Some areas have difficulty in recruiting GPs - puts extra pressure on existing serves - waiting times already lengthy. Funds indicated for a new school - no indication of how on-going costs will be met (e.g. teaching staff). No mention of transport links being improved. Main road through the village is a minor B graded road and may become congested at certain times of the day because of the doubling of the village size, no mention of any improvement is made. Many of the side roads are single track and some are subsiding and in poor state of repair, probably going some way to causing the number of minor accidents each year.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0864/P/04/D	Poulton-le-Fylde Historical and Civic Society	SA1/8	The Sustainability Appraisal sets out succinctly the key positive and negative sustainability effects of the Local Plan. However, it is doubtful that the mitigation measures proposed will be sufficient to counteract the negative impacts. The loss of greenfield land in Poulton-le-Fylde will have several adverse impacts: on the local landscape, on heritage assets, on biodiversity, and in increased waste production. The measures proposed (use of recycled materials during construction, sensitive design, preservation of 'green corridors', promotion of recycling schemes, and use of renewable energy) are all laudable in themselves, but will not compensate for the loss of green space, or fully combat the negative effects of development. There is already a problem in Poulton of poor air quality due to reliance on private cars for local transport and the inadequacy of the local transport infrastructure. Development in the area is likely to increase car use, and this will have a further adverse effect on air quality. Whilst an air quality impact assessment as set out in the plan is desirable, it will not in itself counteract the adverse effects of increased car usage and traffic congestion.	The Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. In a borough with a very limited brownfield supply, inevitably this will require the allocation of land within the countryside. Thus the Plan needs to be read as a whole and the policies read with the allocations in place. Mitigation measures proposed in the Sustainability Appraisal have been incorporated into the Local Plan where appropriate. Policy CDMP1 aims to manage air quality issues linked to development and Policy CDMP6 (2) requires developments which includes parking provision to provide electric vehicle recharging points.

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0865/P/04/D	Christine Ruth Kirby	SA1/13	<p>The extra cars, which will accompany the proposed houses, as we have a very poor bus service - completely go against the governments plan to reduce emissions (2. 9. 17)</p> <p>There are hundreds of new houses being built in North Preston with more services near by i.e. regular bus service, shops, schools, pubs and a choice of GP. Houses seem to take several months to sell here in Inskip - I would like to propose the question, where are all the people going to come from? Especially when Create homes have slowed down building the new houses - it appears that only 14 of the 27 have been built and 5 apparently sold. (3.4.1 [4-5-6])</p> <p>I fear for the safety of the village children. The proposed housing is on the opposite side of the road to the school. This is an extremely busy road, drivers quite often disregard the speed limit of 30mph. In Inskip, teenagers attend either Garstang High School or Broughton High School in general if not attending private establishment. These schools are full to bursting and with the extra houses being constructed in Garstang and North Preston, not to mention the planned houses in Inskip they will be under even more pressure. (5.8.1 - SP7.4)</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0869/P/04/D	Diane Saffery	SA1/13	<p>Inskip does not really have facilities to accommodate the existing population. School already over subscribed, no doctors, no dentist, no real amenities, no shop and poor local transport. Poor quality roads in and out of the village. Traffic already dangerous because of large delivery vehicles and milk trucks pushing you off the road. Dog show on the back Pinfold Lane creates congestion what will more housing create? Why has this been allowed to be behind an NDA? The proposal does seem excessive for this area, far more properties than the locality can provide a community atmosphere for. Quite amusing that builders, plumbers and electricians see Inskip as "too far out" when asked to quote for jobs. So are you really going to attract people?</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0870/P/03/D	Simon Haley	SA1/13	<p>Impact on Inskip village - destruction of village identity, housing sprawl, loss of village character due to size, increased congestion of roads, disproportionate allocation of new houses, houses struggle to sell, and proposals misfit with infrastructure.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0871/P/02/D	Geoffrey Hogarth	SA1/13	<p>Inskip has been placed in table 5.1 of the Sustainable Appraisal as a "Main Rural Settlement". However, the available demographics indicate it should be designated as a "Small Rural Settlement". This misleading assessment has clearly given Inskip a greater housing stock allocation in the proposed Draft Local Plan. Given Inskip has already had 27 houses passed for housing, which are presently being built, albeit unsold and a further 55 passed with outline planning permission, this would have already fulfilled a healthy allowance if the village was correctly categorised in the Small Rural Settlement section?</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0874/P/02/D	Kenneth Sutcliffe	SA1/13	<p>Roads around Inskip, Elswick etc. are too small and in a poor state. Blind corners cause traffic problems. Housing will be expensive and not suitable for first time buyers..</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0875/P/02/D	David Stubbs	SA1/13	<p>Destruction and loss of village identity. Most residents don't want to live in Inskip - remote - people moving out because of poor public transport. Houses not selling. No jobs to pay for new houses. Increased congestion will add to traffic accidents.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0876/P/04/D	Isabel Olsen	SA1/13	<p>The road network and services can't cope with the volume of housing to be added. Limited public transport resulting in more cars on the roads. Where are the children of the family homes to be schooled, expansion of the local school is unrealistic.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0877/P/04/D	Anthony Olsen	SA1/13	<p>Roads already congested. Health care full to capacity. Bus service only on a two hourly basis - reliance on private transport will increase. Where will the children go to school? In spite of proposals to extend, the local school will be unable to cope.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0880/P/04/D	Jon Howson	SA1/13	<p>Existing houses built are not selling so there is no requirement for further 200 houses which will double Inskip. Too many houses being built in wider area at the same time (referring to Preston). Major job losses at BAE Warton will have detrimental effect on area. Inskip is a small village with no facilities except pub. Poor bus service. Further development will put pressure on infrastructure, doctors and dentist. Existing roads are in poor condition, small and rural in nature. Existing roads struggle to cope with existing traffic and concerned about further congestion.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0881/P/04/D	Ian MacGregor	SA1/13	<p>Only one dentist & doctor's in Great Ecclestone - over stretched. Caters for several villages including Inskip. Increasing the population will possibly endanger life. Only two high schools within the catchment area.. Public transport to Garstang is non-existent.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0882/P/01/D	Robert Emmington	SA1/13	<p>Proposed development is large as a proportion of the village (Inskip) - will have a huge impact on schools and the health centre in particular. Concerned about the extra traffic that will be generated and particularly construction traffic on roads already suffering from over use.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>
0883/P/04/D	James Smith	SA1/13	<p>Plans states that it aims to protect village identity but will desecrate Inskip by doubling the housing stock and adding a potential 1,000 new residents. Lacks the road infrastructure. Residents forced to use health services outside the village that are at capacity. Local schools will struggle to accommodate. Houses struggling to sell as a relatively remote location. New houses will be unaffordable and no jobs to support the expected prices. Plan shows significant commuting indicating a lack of employment in the borough. What is the plan to attract new businesses apart from the creation of an enterprise zone. Hugely disproportionate allocation of housing in Inskip.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p>

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0884/P/04/D	Derek Longstaff	SA1/13	Who are new houses being built for? Not many first time buyers in the village. How much will they cost? Increase in traffic in village and surrounding roads. Roads to Preston and Blackpool are reasonable (apart from some flooding) but backroads (including Pinfold Lane) are very narrow and in need of repair. Will developers fund repairs and the upkeep of the roads for 10 years? Likely to be problems with drainage - what measures are being put in place to resolve this issue?	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0886/P/02/D	Janice Desborough	SA1/13	New properties will be unaffordable with no available work at the salaries required (some £40k). Will increase commuting with 400-500 extra car journeys at rush hour. Unsustainable on narrow country lanes some of which are passable only by one car at a time. Once route north of Pinfold Lane is in a permanent state of subsidence. Housing should be located closer to jobs using the duty to cooperate where localities are outside of the borough. Most people live in Inskip due to its rural nature/way of life. People don't move here because it is too remote and quiet. Few amenities. Appropriate work is not available locally in any numbers. Housing can be on the market for years before selling. Current scheme for 27 houses being scaled back as not selling as fast as expected. 255 houses is massively beyond the needs of the village and is therefore unsustainable. The Draft Local Plan for Inskip should be scaled back to a level consistent with the real local need for housing rather than a quota of new housing needing placement.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0887/P/03/D	Graham Edwards	SA1/13	Combination of fracking and extra houses on roads built for horse and carts will create heavier traffic than some parts of Poulton. Loss of agricultural land crazy given reliance on farming after Brexit.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0890/P/02/D	Brigid Teresa Stubbs	SA1/13	Destruction of village identity. Loss of village character. Residents moving out due to poor public transport. People who want to live in village want quiet village life which the plan will demolish. House not selling. Where are the jobs for the level of plan required. Multiple minor accidents already, increased congestion will add to this. (WBC note - assume this refers to Inskip).	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0891/P/04/D	Brian Dearnaley	SA1/13	Refers to NPPF definition of sustainability and envisages that local plans should be a creative exercise in finding ways to enhance and improve the places in which people live. Little achieved by the Inskip Extension proposals as it:- • uses prime agricultural land (Grade 2) contrary to NPPF . The land to the north has been dictated by the landowners not preferred local site by residents; • Doesn't support food production / local farming which at the heart of rural life, • doesn't take full account of market and economic signals regarding demand for housing – no demand for new houses already built; • Inskip residents already have the highest commute in the borough. No employment, shopping, leisure, higher education proposed; doesn't address accessible to local services, • local highway was not built to take the traffic that will be generated. Existing standing water issues, runoff water from large scale housing development will adversely impact on the surrounding area Village will become main rural settlement by doubling housing stock without regard to impact on current residents and surrounding environment.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0892/P/05/D	Stephen Nuttall	SA1/13	Impact on the village of Inskip: (a) Village living appeals for two main reasons: (a) because people work locally; and (b) because people value a quiet, rural location. There are few local businesses which require additional housing. The expansion of the village takes it from being a 'small' community to a 'main rural settlement'. The expansion and no new local business requirement will take away a significant reason why people want to live in the village - its quiet and rural nature. (b) The extension of Inskip amounts to 220% of the 2016 levels. Makes no sense unless simply to meet new housing 'quota-levels' by developing where landowner is eager to sell the land. This is not planning, it is opportunistic based on ease of land availability rather than any identified local needs. (c) Demographically, it would be expected that the need for schools, health services and public transport would also increase by around 120%. The local plan does not explain how this need will be met. (d) Local roads, particularly Pinfold Lane are in a pitiable state both in design, construction and maintenance. They can't support current needs and when diversions are required due to local flooding (twice in October 2017 alone), traffic is significantly congested on what is essentially a rural single-track lane. The new housing stock must detrimentally impact this situation unless significant additional work is undertaken to upgrade local roads. (e) The current new housing being built in Inskip is apparently slow to be sold, probably for some of the reasons outlined above. The expansion of housing and the lack of local amenities must impact whether people wish to buy a home in the village. If current new housing is slow to sell, why does the outline local plan identify an aspiration to expand the village to 220% of its 2016 size? (f) Green Issues: People moving to Inskip, unless they work very locally, generally have to drive to work/school/health appointments/shops, etc. The local footpaths are only within the village and the bus stop nearest to Pinfold Lane (east-bound), is not even linked by a footpath. Pinfold lane is a 60mph road with no street lighting and no footpath. Even reducing the speed-limit will still expose people to significant danger on a winding, narrow, unlit road. When parents collect/drop-off children at the school, the congestion on Pinfold Lane/Preston Road is severe and potentially dangerous. The increased housing will, inevitably significantly increase the number of car journeys generated from the village.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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0893/P/04/D	Ellen Wilson	SA1/13	The level of flooding of roads and fields, even after moderate falls of rain is understated. Inskip is in Flood Zone 1 and notions that increased water run-off will successfully be drained into Inskip Brook is wishful thinking. CDMP4.17 states that "development on quality agricultural land will not be permitted" yet the proposal for the Inskip Extension proposes that good quality pasture land be used for housing development. SA1/13 Key Development Consideration (3) maintains that the Inskip Extension "should utilise important key vistas into the adjoining countryside". No mention whatsoever is made about the loss of those vistas by existing residents of Inskip when their views to the north and west are lost due to the construction of 255 new houses. The housing development currently going on in Inskip will result in a 35% increase in housing in the village based on the 2016 stock level. The majority of residents have already consider this to be excessive development. The proposed Inskip Extension with a further 200 dwellings will increase housing stock to 220% of the 2016 level. Over 70% of residents are opposed to the Inskip Extension and Wyre Council should be instructed to review their plan and produce proposals that are more practical and develop housing where there are employment prospects.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0896/P/01/D	Emma Butterworth	SA1/13	In the Strategic environmental assessment and sustainability Appraisal report (P32:5) it states that 'Option 3 would potentially create commuter villages and an increase in commuting / travelling by car as opportunities to focus public transport and walking / cycling enhancements would not be as viable as within Options 1 and 2. This coupled with the limited capacity on the existing rural road network in Wyre to support additional growth would not ensure public transport services meet peoples' needs or ensure highways infrastructure serves peoples' transportation needs. In addition, current service provision and infrastructure provision in villages may be unable to accommodate additional residents without substantial investment and upgrade (e.g. within Winmarleigh and Nateby) – this would make delivery slow and could impact on viability.' Pinfold lane and Woods lane are not fit for purpose and cannot facilitate 600 more car journeys per day in the area. They also regularly flood. In the Strategic environmental assessment and sustainability Appraisal report (P32:4) it states that 'Unlike Options 1 and 2, Option 3 may not lead to a large enough amount of growth in one place to trigger the need / viability of new facilities such as new schools, health facilities, other new services and sustainable transport enhancements. Therefore where schools, health care facilities etc. are already under pressure within the Borough effects may be exacerbated under Option 3.'	The Sustainability Appraisal references are taken from the Issues and Options (2015). See council response to representations regarding SA1/13 Inskip Extension.
0899/P/04/D	Maureen Gogarty	SA1/13	Proposed plan increases housing stock to a level 220% above 2016 level. People living in this area (Inskip) need to own their own transport (there are no rail network links and limited bus routes) in order to travel to work. Current infrastructure will struggle to meet increased road traffic. Pinfold Lane can be hazardous as it is narrow with sharp bends and large agricultural machinery consistently in use. What is the justification for building in this area?	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0901/P/06/D	David Schools	SA1/13	With regards to the Test of Soundness and Sustainability the developers refer to small class sizes on their website. Presuming that this relates to the local primary school, St Peters, this won't be the case as 255 additional houses will add to the current issues regarding commuting, and large class sizes will eventually affect local secondary schools too. The current teacher crisis points out that classes are undeliverable due to numbers. NHS services are already saturated and current waiting times are horrendous. There is no mention of broadband (or lack of) on the current developer's website. The LPA are partly wishing to target smart housing, however, the current superfast broadband is spectacularly dismal and BT inform us that the situation is unlikely to improve vastly. Also, the website indicates that Inskip is a lovely quiet rural place to live but this won't be true anymore if the plans go ahead due to the excess traffic further development will create. Never mind that the roads are unsuitable. There are limited employment opportunities and BAE are laying off 750 staff as we speak. Thus, current housing is having difficulty selling. WBC need to rethink this comedy of errors. While I am sure my points will stand up, not all of your actions can be viewed as acceptable means of compliance.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0904/P/03/D	Christopher Smith	SA1/13	Most people don't want to live in Inskip - too remote - houses don't sell fast. Not much employment and wages won't be sufficient to pay for the bills the new houses generate. Roads not good enough now and more traffic will make them worse. Development will affect wildlife.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0905/P/01/D	Stephen Hargreaves	SA1/13	Roads not big enough to deal with so much traffic that will come from new houses (WBC note - assume this refers to Inskip).	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0906/P/01/D	Hilda Armer	SA1/13	Ample housing in the village (Inskip). Many homes for sale at reasonable prices. New housing not selling well - too expensive. Roads too narrow and already busy. No amenities. Can't park at Gt Eccleston due to extra building. Building on prime agricultural land. Size of the planned development will ruin the village.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0907/P/01/D	John Cookson	SA1/13	Loss of agricultural land at Inskip. Should build on brownfield land. Roads cannot take the amount of traffic that will be generated. Employment practically non-existent in the area.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0908/P/02/D	Peter Taylor	SA1/13	Proposed development at Inskip fails to comply with the Sustainability Appraisal because - 1) the highway at Pinfold Lane is susceptible to subsidence and flooding. 2) No consideration given to loss of agricultural land. 3) No evidence that the council has investigated developments on sub-prime or brownfield land. 4) Flooding around the village can render it inaccessible to family cars. 5) Development would destroy the natural drainage of the land, exacerbating flooding. 6) Public transport links poor. 7. Cycling to and from Inskip is hazardous.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0909/P/04/D	Susan Gornall	SA1/13	Inskip's identity as a village will be destroyed - excessive amount of houses proposed. Residents choose to live in the village because of its rural character. This will be lost. Confused as to the market the houses will be aimed at as rural element will be lost.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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0910/P/02/D	Jacqueline Wilson	SA1/13	Justification for Inskip to be targeted with so many houses. Roads in dire straits. Pinfold Lane not suitable for heavy traffic. Value the quiet village rural life. Do not want to live in a concrete jungle.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0911/P/02/D	David Bannister	SA1/13	Increasing the size of the village (Inskip) will have a negative impact on surrounding roads. Few local employment opportunities. Results in residents commuting. Increasing population will increase traffic on small country lanes - will cause major disruption on the traffic network. Do not believe that local health services at Gt Eccleston could accommodate the increase in patients.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0912/P/02/D	Donald Porteous	SA1/13	Disproportionate allocation - why is Inskip being targeted? Not justifiable for the area. Quote dumping because of ways land acquisition. People have chosen to live here because of how it is. Do not want to live in a concrete jungle. Misfit with infrastructure - Pinfold Lane in a dangerous and dire state. More accidents. More houses will compound the problem. Infrastructure not acceptable and cannot cope with more housing.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0913/P/02/D	Gary Timmins	SA1/13	Development will be too big - will destroy the village atmosphere. Not enough school places. Roads not up to the traffic. No shops. Land is in agricultural use - used for cattle. Farm will not be able to function properly. No spaces at dentists/doctors. Houses struggle to sell. House prices have gone down. No amenities. Shortage of local jobs. Flooding in winter. Cars falling into ditches as they pass on the lanes.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0914/P/04/D	Judith Wilson	SA1/13	Limited services. Villagers accept this. Do not need to expand to get better facilities. Limited health facilities available. Additional housing will create greater pressure. Road in a poor state of repair. Added numbers will create more pressure.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0915/P/04/D	Michael Wilson	SA1/13	Inskip is a small rural community - scale of development disproportionate. Local roads in a poor state - cannot support additional traffic. Health services struggling to cope - additional residents = more pressure. Lack of village facilities - most residents chose to live in a remote location.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0916/P/02/D	Anne Dimmock	SA1/13	Taking Inskip housing levels to 220% of 2016 levels is unjustified. Uncertainty that new houses will sell - sales slow on current development. Will lose village identity. Local roads and health services cannot sustain this level of growth.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0917/P/02/D	Martin Delaney	SA1/13	Destruction of village identity. Poor choice of site. No thought for village residents. Wyre council taking the easy option. Housing struggling to sell due to remoteness and lack of facilities. Inadequate road network. Loss of agricultural land. Insufficient health care facilities. Lack of education facilities.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0918/P/02/D	Carey Delaney	SA1/13	Inskip houses will increase by 220%. Landowner making it easy for the council - quote being dumped on Inskip which will lose its charm of a quiet, small village. School full and health care struggles.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0919/P/01/D	Jonny Roddam	SA1/13	Not sustainable - roads unable to cope. Huge impact on village "feel". Many new houses being built in areas close to Inskip. Pinfold Lane a huge problem due to narrowness.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0924/P/04/D	Andrew Chapman	SA1/2	Objections to the scores given to Lambs Road as part of the sustainability assessment. There are two significant sites considered in Thornton, these are Stanah and Raikes and Lambs Road. Stanah was rejected but Lambs road proposed. Yet when comparing the scoring between the sites which lie within 0.25 miles of one another, there is very little difference. Furthermore, I believe the scoring system is not robust and not well evidenced. Development of the Greenfield land could increase local crime. Lambs road site is >0.4 ha as per the rejected site of Stanah Road yet they scored differently. Site SA1/2 will have a negative impact on the SA1 objective and should be recorded as such (-). SA2: Education – The score (++) is considered far too positive as it is based purely on the distance to the school from housing. However, it should be amended to -- to reflect the limited expansion opportunities (no allocated funding) and the fact that the school is full. I suggest the council look at Great Eccleston Primary school, which has very small class sizes but is only gaining 7.1% of housing. SA5: Access – A score of ++ is too positive as the site will negatively impact walkers and the countryside feel of the walk will be lost. SA6: Economy – A score of ++ is too positive as there are no jobs within Hillhouse and Wyre is a net exporter of labour. Furthermore, the EA need to be challenged as the site is on the edge of FZ3.	The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a logical approach, assessing the sites against the site assessment criteria. The Local Plan site selection process has been described in the Wyre Site Allocations Paper of September 2017. The background paper describes the alternative option site at Raikes Road/Stanah Road (AO/THN1) and why it was considered to be rejected compared to the proposed allocation site (SA1/2). All allocation and alternative option sites have been assessed through the SA, assessing the sites against the site assessment criteria set out in appendix E. For sites SA1/2 (appendix F, page 161) and AO/THN1, page 260) in accordance with the site assessment criteria, both sites should score '0' for crime as they are not located in an area of moderate or high crime. The scoring of '-' for AO/THN1 is an omission. This does not alter the conclusion of the council to allocate SA1/2 in preference to AO/THN1. In relation to education, the site allocation SA1/2 scores '++' because it is located within 500 metres of a primary school, in accordance with the site assessment criteria. The key development considerations for policy SA1/2 also specify the development to make land available for a new primary school. In relation to access, the site allocation SA1/2 scores '++' because it accords with the site assessment criteria in relation to accessibility. The SA also notes that the site is unlikely to have a discernible effect on levels of walking or cycling. In relation to economy, the site allocation SA1/2 scores '++' because it is located within 1km of key employment area (Hillhouse Technology Enterprise Zone). The site is a designated Enterprise Zone. As set out in the Wyre Employment Land Study Addendum II, early employment projections for the lifespan of the Enterprise Zone stand at net growth of 900 jobs by 2035. The vast majority of site allocation SA1/2 is located within Flood Zone 1 with very small parts of the site within Flood Zone 3. The key development considerations for Policy SA1/2 specify that no housing will be accepted within Flood Zone 3.
0928/P/02/D	Helen Smith	SA1/13	Limited facilities and road network that would be exhausted if plans were to go ahead.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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0929/P/05/D	Daniel Fowler	AO/GST3	<p>The Sustainability Appraisal at Appendix G provides an assessment of land at Castle Lane, Garstang (adjacent to Spalding Avenue). In the full Representations Report submitted, alternative appraisal is provided: (summary below refers to proposed changes only - see representation for full response).</p> <ol style="list-style-type: none"> 1. Crime: Careful design will lessen the propensity for crime 3. Health: within 1km of a GP surgery and in reasonable proximity to play areas 4. Housing: The site is well placed to meet the need for market and affordable housing but could also be a priority location for specialist accommodation for the elderly 5. Access: Within 500m of bus service. Also within 1km of a town centre with its range of services, facilities and employment opportunities. More households will assist in supporting town centre uses. 6. Economy: within 1km of employment opportunities in the town centre. 7. Urban renaissance: Green infrastructure can be included in the development to assist in the integration of development into this edge of town site and provide a transition from urban to rural. 8. Biodiversity: Green infrastructure on the site will incorporate features such as trees and field ponds and protect suitable species and habitats. There are no wildlife designations that will be compromised. 9. Landscape: Green infrastructure can be included in the development to assist in the integration of development into this edge of town site and provide a transition from urban to rural. 10. Heritage: Design of a landscape within the site will account for the setting of listed buildings and the scheduled ancient monument (remains of Greenhalgh Castle) which are, in any event, distinctly separate from the site. 11. Water: The site is within Flood Zone One – the lowest risk category for flooding. [The Sustainability Appraisal Report in error records this land as being in Flood Zone Two] 12. Climate Change: The sustainable location of the site near to the town centre and the availability of transport options will lessen the 	<p>The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a systematic process to evaluate the Local Plan and the site allocations. Table 3-1 (page 10) sets out the specific requirement that need to be fulfilled and how this has been met through the Local Plan SA. All sites have been assessed against the site assessment criteria set out in appendix E, assessing the sites against social, economic and environmental matters.</p> <p>In response to revised classifications:</p> <ol style="list-style-type: none"> 1. Crime – SA concludes unlikely to have a discernible effect on levels of crime. No change to SA 3. Health – no change to SA which is factually correct. 4. Housing – no change to SA 5. Access – SA provides same conclusions against site assessment criteria. No change to SA 6. Economy – SA provides same conclusions against site assessment criteria. No change to SA 7. Urban renaissance – Green infrastructure proposed as mitigation in SA. No change to SA 8. Biodiversity – no change to SA which is factually correct. 9. Landscape - Green infrastructure proposed as mitigation in SA. No change to SA 10. Heritage - no change to SA which is factually correct. 11. Water – omission in SA, site is in Flood Zone 1. Site still scores ‘—’ for water bodies within site. 12. Climate change – no change to SA which is factually correct.
0930/P/06/D	Redrow Homes Ltd	AO/THN1	<p>The SA should examine of the implications arising from meeting the full OAHN or a housing target that is less than this. This is something that the SA should consider as it will have a significant influence on the Local Plan.</p> <p>(In relation to AO/THN1) Additional investigation and assessment work has been carried out which directly answers the issues raised and a table has been submitted as part of representation which provides proposed changes on each topic (summary below refers to proposed changes only - see representation for full response).</p> <p>Topic Supporting Information and Evidence</p> <ol style="list-style-type: none"> 1. Crime prevention to be reflected in the approach to detailed design - Change to 0 as development is not likely to have a discernible impact on the level of crime. 7. Urban Renaissance: The anticipated green infrastructure within the development and retained natural features will assist in the integration of new development into the local landscape – no major adverse affect on landscape. Loss of a greenfield site. Change score. 8. Biodiversity: The Ecological Survey and Assessment (Appendix C) shows no significant impact on either species or habitats or designated nature conservation sites. - Change score. Not in designated wildlife area and no significant adverse impacts on priority or protected species. 9. Landscape: The anticipated green infrastructure within the development and retained natural features will assist in the integration of new development into the local landscape. - No major adverse affect on landscape. Loss of a greenfield site. Change score. 11. Water: The Flood Risk and Drainage Management Strategy (Appendix A) shows that the development is appropriate from a flood risk perspective - No flood risk identified in FRA and therefore a better sustainability score is justified. 14. Waste and Resources Waste minimisation measures will be put in place - No change. No major adverse affect on landscape. Loss of a greenfield site. Change score. 	<p>The Local Plan strategy is the only option possible within the constraints, as set out in section 4 of the Local Plan. The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a logical approach, assessing the sites against the site assessment criteria set out in appendix E. Table 3-1 (page 10) sets out the specific requirement that need to be fulfilled and how this has been met through the Local Plan SA.</p> <ol style="list-style-type: none"> 1. Crime - The scoring of ‘-’ for AO/THN1 is an omission and the site should have scored ‘0’. 7. Urban renaissance – no change to SA 8. Biodiversity – references to distances to SSSI, SPA, SAC and BHS should refer to within 500 metres of. This does not change the SA score for the site. 9. Landscape - Green infrastructure proposed as mitigation in SA. No change to SA 11. Water - no change to SA which is factually correct. 14. Waste and resources - no change to SA which is factually correct. <p>This omissions do not alter the conclusion of the council to allocate SA1/2 in preference to AO/THN1.</p>
0931/P/13/D	Robert Griffiths	5.2.1.4, 5.3.3, 5.2.2, SA1/13	<p>Refers to Paragraph 5.2.1.4, Main rural settlements. In the case of Inskip the existing crisis in provision of primary health will be significantly exacerbated not only by the proposed Inskip-Extension but also as a result of the large developments proposed at Great Eccleston, where the local Health Centre is located. Until the Wyre Local Plan includes proposals for enhanced Primary Health Care to meet the needs for all communities and Fylde that are currently supported from the small and struggling Health Centre in Great Eccleston it cannot be seen as Sustainable.</p> <p>Refers to Paragraph 5.2.2, Rejected alternative sites. No indication as to why the four other Inskip sites were considered sequentially less preferable to the proposed Inskip-Extension.</p> <p>Comparison of Sustainability Appraisal of proposed Inskip-Extension (detailed at Appendix F, Para. 4.4) and rejected sites (Appendix G, Para. 4.5)The disparity between the scoring of Site SA1/13 – Inskip Extension and of the rejected site at Hodkinson’s Farm is unjustified and unacceptable as there is no evidence presented that differentiates the two sites.</p> <p>It is recommended that at Para. 5.3.3 the Sustainability Appraisal is amended to include a Health Policy Recommendation to this effect. It is recommended that justification is given for the preference hierarchy of sites at Inskip in order to demonstrate the objectivity of the preference order. It is recommended that evidence is presented that differentiates between the proposed Inskip Extension site and the rejected Hodkinson’s Farm site.</p>	<p>The SA recommendation for SA1/13 (appendix F, page 230) includes mitigation that the Local Plan should consider commissioning new healthcare facilities and strengthen sustainable transport provisions to nearest surgery.</p> <p>The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with Clinical Commissioning Group confirm the need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Eccleston and from the surrounding area (including Inskip). The allocation policy for SA3/3 (7) requires provision of a new health centre. Policy SP7 sets out the requirements for infrastructure provision and developer contributions.</p>

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0934/P/02/D	Sam Hill	SA1/13	Regarding Inskip extension, the plan is not sound because: 1. 200 houses built on very good agricultural land when lower grade land (NPPF para 112) and "brown field" sites within Wyre. 2. Building on agricultural land will compromise (the UNGA resolution 42/187) the country's ability to feed itself now and in the future. The NFU predicts 50% import of food. Global population is increasing - diminish global food resources and increase food costs, reducing future UK generations to meet their needs and is contrary to the resolution stated above. 3. Building on agricultural land around Inskip is contrary NPPF page 2. Very little employment within Inskip, majority commute to work. 4. No amenities in the village, poor bus service. The elderly people require buses to access facilities. Development means extra cars - against the governments reducing emissions. 5. Increased traffic on poor rural roads. Pinfold lane has unreported accidents particularly in winter as it is not gritted. 6. Extra traffic will use the Thistleton junction along the local network of small C and B class roads and then onto either the A585, A586, A583, A6, M6 and M55. 7. Local Health Centre in Great Eccleston has stopped taking on patients, 3 week wait at present. 8. Current 27 houses being built still most unsold after 2 years - evidence that extra houses not needed in Inskip. 9. Additional housing in Inskip does not contribute to the vision of encouraging walking and cycling due to the distance from amenities, increase in dwellings will increase car journeys to amenities. 10. Loss of beautiful views, countryside to walk in around the village. 11. Loss of three ponds which wildlife use. 12. Primary school is small, where is the money coming from to build larger school. 13. Elswick is being treated fairer than Inskip. Fylde BC used a different classification system. Fylde BC did not gag Elswick PC, therefore their residents were aware of the plans in advance.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0935/P/02/D	Claire Nash	SA1/13	Given the poor bus service and lack of cycle lanes to any major area of employment, development in SA1/13 in Inskip will clearly breach Objective 5 of the Sustainability Appraisal.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0941/P/13/D	Gladman Development	n/a	In accordance with Section 19 of the 2004 Planning and Compulsory Purchase Act, the Local Plan should ensure that the results of the Sustainability Appraisal process clearly justify its policy choices, including the proposed site allocations and the approach taken to new growth when judged against the results of the assessment. The Councils decision making and scoring should be robust, justified and transparent and should be undertaken through a comparative and equal assessment of each reasonable alternative. Too often the SA process flags up the negative aspects of development whilst not fully considering the positive aspects.	The Sustainability Appraisal (SA) has followed a systematic process to evaluate the Local Plan and the site allocations which has informed the development of the Local Plan. Table 3-1 (page 10) sets out the specific requirements that need to be fulfilled and how this has been met through the Local Plan SA. All reasonable alternative options have been considered.
0943/P/04/D	Patricia Eastham	SA3/3	Great Eccleston has been identified in the plan as a Rural Service Centre to make this sustainable, the following will have to be addressed - Bus Services (at the present time very poor; no direct bus service to Victoria Hospital or Preston Hospital. No evening bus services.) Health Services - larger health centre offering more services. Roads will need to be upgraded.	This representation is not directly in relation to the content of the SA report. The council has set out its approach to infrastructure provision in the Infrastructure Delivery Plan (IDP). The IDP recognises that the facilities at Great Eccleston are already at capacity and proposes relocating the exiting practice into a new facility which will help resolve existing capacity issues at the current practice and deliver new models of care development. The Publication Draft Local Plan includes this health provision at Great Eccleston as part of mixed use allocation SA3/3. In relation to transport, it is noted that the local plan, though policies SA1, SA3 and SA4 allocates land sufficient for 5,397 houses of which 5,049 are expected to be delivered within the Plan period. Of these almost 80% are located in locations with good direct access to public transport along the A6 and on the peninsula. Great Eccleston has school bus services to Poulton High School, St Aidans and Myerscough College. A daytime bus service operates through Great Eccleston providing access to Lancaster, Poulton-le-Fylde, Blackpool and Preston. The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network and considers that it can support an additional 500 dwellings from February 2017 over and above that committed.

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0955/P/04/D	Richard Henriques	SA1/2	<p>1. The appraisal fails to assess the impact of the plan in relation to SA1/2</p> <p>2. The proposed dwellings places pressure on transportation, schools and healthcare facilities.</p> <p>3. The appraisal fails to evaluate the dependency on private cars for employment and transporting children to schools. This combined with incoming workers results in severe traffic congestion, not recognised in the appraisal.</p> <p>4. The appraisal fails to evaluate the negative impact on air quality resulting from anticipated and existing traffic congestion.</p> <p>5. The appraisal fails to recognise the impacts of the loss of a large greenfield and traffic increase on the biodiversity and loss of habitats.</p> <p>6. The appraisal fails to recognise the shortage of school places, resulting in existing schools exceeding capacity and affecting attainment levels.</p> <p>7. The appraisal indicates over 30 alternatives but do not appear in Local Plan so can't be evaluated.</p>	<p>The Sustainability Appraisal (SA) has followed a systematic process to evaluate the Local Plan and the site allocations which has informed the development of the Local Plan. Table 3-1 (page 10) sets out the specific requirements that need to be fulfilled and how this has been met through the Local Plan SA.</p> <p>The Sustainability Appraisal is high level document that has followed a logical approach to assessment. The Local Plan is assessed against the SA objectives that include objectives dealing with access (objective 5), education (objective 2), health and wellbeing (objective 3), air quality (objective 13), sustainable economic growth (objective 6) and biodiversity (objective 8).</p> <p>The SA acknowledges that greenfield sites will be lost as a consequence of development and this may have impact on local biodiversity/habitat. The SA recommends that mitigation is proposed. The Local Plan is balancing a number of competing social, economic and environmental matters which includes allocating land for development and protecting the countryside. Policy CDMP4 in the Local Plan deals with Environmental Assets and the protection, enhancement and management of functional networks.</p> <p>The SA acknowledges that development may place further pressure of educational facilities and recommends further facilities are included in the development to mitigate potential negative effects. The Infrastructure Delivery Plan (IDP) supporting the Local Plan sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan, this has included the provision of new schools/school places.</p> <p>The SA acknowledges that development may increase the use of private car which has the potential to increase local emissions to air. The SA recommends that increased sustainable transport provisions could offset these emissions. It is noted that the local plan, though policies SA1, SA3 and SA4 allocates land sufficient for 5,397 houses of which 5,049 are expected to be delivered within the Plan period. Of these almost 80% are located in locations with good direct access to public transport along the A6 and on the peninsula.</p> <p>The reasonable alternative development options considered are set out in the Site Allocations background paper and assessed within the SA (appendix G).</p>
0957/P/04/D	Anthony Hind	n/a	<p>The plan is not sustainable as they will be occupied by people who must use the already congested road networks to find employment. Also, the plan makes no reference to the additional services/facilities that the additional residents will require.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>It is acknowledged that residents in smaller settlements in Wyre will access employment outside the particular settlement. The highways evidence provided by Lancashire County Council considers the nature and capacity of the local network.</p> <p>The Infrastructure Delivery Plan (IDP) supporting the Local Plan sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan. The IDP has been informed by detailed consultation with a range of stakeholders and service providers.</p>
0958/P/03/D	Gordan/Steph Humpreys	SA1/13	<p>Housing sprawl will destroy the village identity (doubling its size) without the required accompanying facilities (e.g. limited Primary school places) resulting in congestion on the roads.</p> <p>The limited control on speeding offenses means the area is known to be one of the 'fatal 4' referred to by the Roads Traffic Police Nationwide. The figures within the plan are misleading (perhaps done deliberately), as the same data over a longer time period shows a number of serious incidents, many of which are not reported as they are damage only incidents. Therefore, the roads are not suitable, and an increase in traffic associated with the planned large developments will exacerbate these problems leading to more fatalities.</p> <p>The roads are narrow and poorly maintained and therefore not suitable for large traffic use according to LCC in relation to the fracking proposals. They are also used by vulnerable road users like cyclists, dog walkers, and runners (something that is Government Policy to protect and is now required to form part of all Driver CPC Training) whom will be at substantially greater risk following the development which has not played a part in any documentation that I have seen. Indeed, some areas require pedestrians to approach blind bends where the footpath is only wide enough for one person, which is careless and dangerous.</p> <p>It appears that the proposed scale of the development is based purely on the fact that the landowner is willing to sell instead of the suitability of the site, which is a gross breach of your duty of care and affects the rights of villagers/taxpayers.</p> <p>The housing is currently struggling to sell and there are no local jobs available. The suggested figure of an increase of 103 vehicles per hour at peak time is misleading as they are based upon national formulas that don't marry to the locality. For example, the new residents will require substantial incomes, probably from two people, meaning a minimum of two people travelling to work daily. Therefore 200 homes equates to around 400 vehicle movements at peak times. There would also be an increase in commercial vehicles which are larger and not suitable for narrow lanes.</p> <p>The proposals also goes against the purpose of the Broughton bypass as you are directing traffic towards where a bottleneck was to be relieved. Furthermore, the documentation does not consider that the Broughton Bypass enables developments to be made in and around conurbations with existing facilities and more suitable roads. Thus, a number of more suitable sites exist.</p>	<p>This representation is not directly in relation to the content of the SA report.</p> <p>See council response to representations regarding SA1/13 Inskip Extension.</p> <p>The Local Plan is unable to tackle road traffic offences.</p> <p>The highways evidence provided by Lancashire County has considered highways improvement schemes such as the Broughton bypass. The highways evidence places a highway cap on the A6 corridor and the Local Plan has allocated sites up to the highway cap, meaning that further development cannot be directed to the A6 corridor.</p>

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0959*/P/13/D	Joanne Griffiths	SA1/13	Lack of suitable local facilities and services (Para. 5.2.1.4 Main rural settlements) which will be put under pressure if developments go ahead. It is recommended that sustainable transport networks are improved along with new health care facilities. In the case of Inskip, the existing crisis of provisions will be exacerbated not only by the Inskip extension but other proposals such as those in Great Eccleston, Elswick etc. The sustainability Appraisal should be amended to include a Health Policy Recommendation. No indication as to why land to the south of Preston Road were less sequentially preferable to the proposed Inskip extension. Justification relating to the hierarchy of sites at Inskip should be used to demonstrate the objectivity of the preference order. There is no evidence that the rejected site at Hodgkinson's farm is distinguishable from the scoring of the Inskip Extension.	This representation is not directly in relation to the content of the SA report. The SA recommendation for SA1/13 (appendix F, page 230) includes mitigation that the Local Plan should consider commissioning new healthcare facilities and strengthen sustainable transport provisions to nearest surgery. The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with Clinical Commissioning Group confirm the need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Eccleston and from the surrounding area (including Inskip). The allocation policy for SA3/3 (7) requires provision of a new health centre. Policy SP7 sets out the requirements for infrastructure provision and developer contributions. The alternative option site Hodgkinson's Farm (AO/INS3) receives a similar SA score compared to site allocation SA1/13. The site selection process has been described in the Wyre Site Allocations Paper of September 2017. The background paper describes the alternative options considered in Inskip and why they were considered to be least sequentially preferable compared to the proposed allocation site, allocating land up to the highways cap.
0968/P/06/D	Cabus Consortium	n/a	The Sustainability Appraisal is considered to be inadequate in its approach and fails to examine in any detail the implications each growth option has for key issues such as delivering a sustainable pattern of development or protecting town centre viability and vitality. The Council should also appraise the implications of the delivery of the "hybrid" approach which is taken forward by the Plan and most notably has not been assessed by the Council through the Sustainability Appraisal. The implications of providing a shortfall of housing against identified needs should also be balanced against the perceived highway capacity issues identified by the Council in coming to an overall conclusion on the sustainability of the plan. The Sustainability Appraisal should be re-examined assessing the implications for each scenario on a settlement by settlement basis (or by tier of the settlement hierarchy). The Sustainability Appraisal needs to be revised to take account of the "hybrid approach".	The SA is proportionate to the Local Plan at this strategic level. The SA is robust and follows a systematic process to evaluate the Local Plan and the site allocations. Table 3-1 (page 10) sets out the specific requirement that need to be fulfilled and how this has been met through the Local Plan SA. Three development options were assessed as part of the Issues and Options SA in 2015. Subsequent to this, the emerging evidence base established highway capacity and flood risk as key constraints. Highway constraint is the key constraint and the resultant Local Plan strategy is based on highway capacity limiting the scale and distribution of development across the borough. The resultant strategy is not one of the options set out in the Issues and Option 2015 but is the only strategy possible within the constraints. The Publication Local Plan SA has assessed the development strategy through policy SP1. The allocations and rejected alternative option sites have been individually assessed to determine their sustainability performance and recommendations for sustainability improvements proposed. The site assessments have also been cumulatively assessed against the tier of the settlement hierarchy.
0973/P/03/D	Eileen Dearnaley	SA1/13	The volume of houses proposed would destroy the village identity. Infrastructure and facilities will be negatively affected. Post-EU considerations are not addressed as prime agricultural land would be lost. Increased commuter traffic wasting resources due to limited local employment opportunities.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0976/P/02/D	Georgina Miller	SA1/13	Will put additional pressure on facilities including schools and doctors. Concerns over the long-term feasibility given the reduction in farmland. Increase traffic on the roads, particularly impactful on local farmers. Leave Inskip as it is, Greenbelt space in the south of England would testify to this.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0977*/P/01/D	James Blundell	SA1/13	No local demand for additional housing. Other developments have struggled to sell. Not enough local jobs to sustain a massive increase in population. Not sustainable levels of local amenities for the increase in population. The existing transport network is unable to cope with the increase, struggling to meet current needs. Area prone to flooding, which will be aggravated by additional housing. Large-scale development will set a precedent for other applications. Saleability of housing impacted by nearby fracking operations.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0978*/P/01/D	Pamela Holden	SA1/13	Loss of village character due to sprawl. Services will not be able to cope, already under pressure. Narrow twisty lanes unable to cope with traffic increase.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0979*/P/01/D	Paula Holden	SA1/13	Narrow twisty lanes unable to cope with traffic increase, increasing the risk of accidents. Already an issue particularly for recreation and business activities e.g. equine training.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0980/P/02/D	Joanne Thornton	SA1/13	The development threatens Inskip's character and appeal as a small village. Houses at Ash Meadow are slow to sell due to the congested road network and lack of amenities so there isn't enough interest in the housing to warrant further sprawl. The types of housing being built are not affordable. The additional homes will put pressure on services affecting waiting times at doctors/dentists. Additionally, the road network is in a state of disrepair with subsidence issues and numerous potholes, the additional housing will increase congestion levels and accident risk along the narrow roads with blind corners. The development should use brownfield sites rather than utilising Inskip's high-quality prime agricultural land that is needed for farmers to make a living. Residents had no consultation because the Parish Council was obligated to deny the local community a say in the development which goes against the NPPF.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0981*/P/01/D	Alan Place	SA1/13	No local jobs or need for housing resulting in difficulty selling housing stock. Lengthy commutes required down narrow lanes. Road network not able to cope with additional traffic. The developments will affect the village feel and negatively impact views. The 200 homes should be placed on the outskirts of a major conurbation.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0982*/P/02/D	Ruth Pye	SA1/13	Lose the character of the village. Greater impacts on the NHS; services already stretched. Garstang Courier states doctors are at full capacity and additional houses will severely impact the service. Increase in traffic will cause severe congestion. Pinfold lane is subsiding and in need of constant repair. Due to the narrow and twisty nature of the road more housing will cause more accidents. Difficulty selling houses in the area due to lack of services.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0983/P/01/D	Maureen Hellewell	SA1/13	No need for amount of new big houses, nothing to attract people to live in Inskip; existing houses slow to sell. Limited employment opportunities so new residents would commute and increase car use. Existing roads cannot cope. Rural way of life will be lost. Do not want change but understand things have to. Small starter homes (1 & 2 bed that are affordable) are what is needed for young Inskip residents.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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Unique Ref	Name	SA Ref	SA - Summary of Representation	Response
0984/P/02/D	Brenda Lownsbrough	SA1/13	The number of houses proposed will result in Inskip losing its identity as a rural area and will negatively impact on services and local parking facilities. The increase in commuter traffic will put significant burden on the already poor road network and enhance accident risks due to narrow bends and bridges.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0985/P/01/D	Stephen Hellewell	SA1/13	Magnitude of housing increase will have a detrimental effect on road network and amenities. Lack of local jobs for influx of people. Narrow roads liable to flooding with no way to avoid flood waters.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0986/P/02/D	Russell Thersby	SA1/13	Limited employment opportunities resulting in residents commuting down narrow roads (which are in a state of disrepair) resulting in congestion problems. Paving over farmland will aggravate flooding which already floods regularly during the winter months (particularly Woods Lane, Sowerby Road, and Pinfold Lane). Limited facilities and school places. Without extensions on the school the residents of the development will have to travel out of the area. Anticipated redundancies from BAE systems will result in some residents leaving the area and selling their homes in direct competition with the proposed dwellings. The developments will impact on views of the countryside and increase light pollution associated with street lighting affecting the sky views. Building proposed for prime agricultural land required for food production instead of lower quality land elsewhere.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0991/P/04/D	Eileen Kirby	SA1/13	Concerned regarding safety of village children. Housing proposed on opposite site of a busy road from the school. Secondary schools are full, housing in wider area will add to pressure. Pinfold Lane is narrow and in need of constant repair. Roads are inadequate. Extras cars from proposed development will go against government plan to reduce emissions. Housing being built in Preston close to services and facilities. Housing takes long time to sell in Inskip – where are all the people going to come from.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0993/P/02/D	Jennifer Howson	SA1/13	Housing allocation is disproportionate and unjustified. Loss of rural landscape. Unlikely people would choose to live in Inskip. Rural way of life will be lost. Limited public transport. Pressure on doctors/dentist. New residents will increase congestion. Existing roads in poor condition/ Pinfold Lane is narrow.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0995/P/29/D	Inskip Residents' Action Group	SA1/13	In relation to impact on Inskip - SA is borough wide at strategic level, many sections of SA not relevant to the challenges faced by Inskip, very few references/assessment of the social, economic and environment. SA repeats material in the Local Plan.	The SA is proportionate to the Local Plan at this strategic level. The Local Plan has to balance a number a number of competing social, economic and environmental matters which includes allocating land for development balanced against protecting the countryside. The SA has followed a systematic process to evaluate the Local Plan and the site allocations. Table 3-1 (page 10) in the full SA report sets out the specific requirements that need to be fulfilled and how this has been met through the Local Plan SA. The iterative process has assisted in the preparation and development of the Local Plan.
0995/P/30/D	Inskip Residents' Action Group	para 5.2.1.4	Para 5.2.1.4 deals with main rural settlements – would expect full detailed SA of sites within this category including analysis of the effects on the community. In reference to Health, this is addressed to some extent. More consideration is needed for the uplift in patient's numbers on Great Eccleston Health Centre is needed and provision enhanced to meet wider community need - existing facilities are stretched. Concerned that other facilities have not been addressed in the SA for social, economic and environmental. Proposed modification: SA expanded to assess social, economic and environmental effects and assess detail for each community where land allocated.	All site allocations have been individually assessed to determine their sustainability performance and provide recommendations for sustainability improvements. Section 5 of the main SA report provides a summary of the individual site assessment proformas split into settlement hierarchy, with the detailed site appraisal proforma found in appendix F (page 230). All sites have been assessed against the site assessment criteria set out in appendix E, assessing the sites against social, economic and environmental matters. The SA recommendation for SA1/13 (appendix F, page 230) includes mitigation that the Local Plan should consider commissioning new healthcare facilities and strengthen sustainable transport provisions to nearest surgery. The Infrastructure Delivery Plan (IDP) supporting the Local Plan has been informed by detailed consultation with a range of stakeholders and service providers. Discussions with Clinical Commissioning Group confirm the need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Eccleston and from the surrounding area (including Inskip). The allocation policy for SA3/3 (7) requires provision of a new health centre. Policy SP7 sets out the requirements for infrastructure provision and developer contributions. The Local Plan has to balance a number a number of competing social, economic and environmental matters which includes allocating land for development balanced against protecting the countryside.
0995/P/31/D	Inskip Residents' Action Group	para 5.2.2	In relation to para 5.2.2 rejected alternative sites – section lacks detailed information to allow community to make informed comments on the document, this is a consistent theme throughout the Local Plan. Page 42 SA refers to rejected alternative sites in Inskip that were discounted because of highways constraints – this justification is poor and limited. No attempt to assess the suitability of these competing sites, no justification why less sequentially preferable to the proposed allocation. Proposed modification: New borough wide housing site assessment methodology and justification is republished for the Local Plan and SA. Allow assessment of strengths and weaknesses of each site.	The site selection process has been described in the Wyre Site Allocations Paper of September 2017. The background paper describes the alternative options considered in Inskip and why they were considered to be least sequentially preferable compared to the proposed allocation site, allocating land up to the highways cap.
0995/P/32/D	Inskip Residents' Action Group	appendix F and G	Reviewed assessment of preferred site and rejected site. Disparity between scoring for SA1/13 and land at Hodkinson's Farm, cannot see why one site is preferred over the other without evidence. Site selection methodology is not explicit, unclear what criteria have been applied based on planning factors. Proposed modification: New borough wide housing site assessment methodology and justification is republished for the Local Plan and SA. Allow assessment of strengths and weaknesses of each site.	SA1/13 (appendix F, page 230) and AO/INS3 (appendix G, page 320) receive the same scores in the SA with the exception of Air Quality. For air quality, SA1/13 receives a '-' score and AO/INS3 receives a '- -' score. The scoring of '- -' is an omission and in accordance with Site Assessment criteria (appendix E), the site should have also received '-' score. This does not alter the conclusion of the council to allocate SA1/13 in preference to AO/INS3 which remains sequentially preferable.

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Unique Ref	Name	SA Ref	SA - Summary of Representation	Response
0996/P/02/D	Glenda Cummings	SA1/13	Disproportionate allocation of housing which will result in loss of identity as a small village. No facilities/amenities to cater for a growing population. Increased congestion on roads down very narrow lanes. Housing is proving difficult to sell so why the need for more?	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0997/P/02/D	Samual Adair	SA1/13	Infrastructure not capable of sustaining many more houses e.g. drainage. Increase traffic on already busy roads - increase in accidents.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
0998/P/01/D	Sheila Ashworth	SA1/13	Derby Crescent has issues with flooding due to drainage pipes that are too small (United Utilities). The council aware of ongoing flooding problems where residents have to wade through water 2-feet deep which contains sewerage. Additional housing will make this worse. Located on a flood plain so why consider more housing. Lack of services, doctors, school places.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1001/P/01/D	Terence Thornton	SA1/13	Developments will put pressure on already limited services impacting on Doctors waiting times. Not building the right type of housing, a need for bungalows for the elderly. New builds currently not selling and neither will the proposed developments. Trying to make Inskip into a large village without providing the additional amenities required.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1002/P/02/D	Marlene Hindle	SA1/13	Increase in traffic putting pressure on country lanes. Currently numerous accidents at Pinfold Lane due to narrowness and bends aggravated during adverse weather conditions. Pressure on already limited services impacting on Doctors waiting times. House prices suffering with fracking nearby, additional housing will flood the market resulting in further drops.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1005/P/04/D	Cecilia Reynolds	SA1/13	Garstang Cottam and Fulwood cutting back on housing programmes due to lack of sales. So why would anyone come and settle in remote Inskip?	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1008/P/02/D	George Hogarth	SA1/13	Not in keeping with the NPPF which states that sustainability means improvements for future generations. E.g. 200 additional homes will put pressure on already lacking services/amenities. Bus services are limited so difficulty accessing schools and higher education. Increase in traffic congestion associated with developments. Given Brexit we should value and protect agricultural land for food provision.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1009/P/02/D	Lisa Morris	SA1/13	255 houses large volume to be added. The village will no longer feel like a village. Inskip is a main rural settlement in the local plan. The amount of houses is disproportionate to comparable to main rural settlements. Existing facilities under pressure and further developments will increase pressure on facilities. Existing and new build homes struggling to sell.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1011/P/03/D	Keith Jackson	SA1/13	Extensions of 50+ dwellings should be subject to the masterplan approach. There is no such approach for Inskip. Rural and farming businesses are vital to the sustainability of the local community and economy but are dependent on the greenfield areas to be destroyed by these proposals.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension. Site allocation policy SA1/13(1) requires that the single site is brought forward in line with a masterplan to be produced covering the whole allocation.
1015/P/11/D	Philip James	Para. 5.2.1.4	The limited provision of services is a major concern particularly public transport, education and employment access. The Local Plan does nothing to address these issues and therefore cannot be described as sustainable.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1017/P/03/D	Tim Kirby	SA1/13	Houses are not selling in the village due partially to a lack of amenities. Affordable houses aren't affordable and with poor public services developments will increase traffic problems and congestion leading to more accidents. The road network is already in a state of disrepair e.g. Pinfold Lane. The development will change the character of the village and impact service waiting times e.g. Doctors.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1020/P/02/D	Bethan Esmond	SA1/13	The village does not have the resources or the infrastructure to cope with the multitude of new homes. For example, schools oversubscribed resulting in long commutes and traffic problems. Few job opportunities which don't pay well enough to afford the proposed dwellings (£50-80k salaries). Roads poorly maintained and too narrow for the increase in traffic that the development would bring when considering a lack of public transport this would increase accident risks. The developments will have a large damaging effect on village identity.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.
1030/P/04/D	Joan Hollands	SA1/13	Lack of infrastructure to support the large number of houses. Destroy the character of the village by turning it into a commuter hub. Insufficient facilities i.e. healthcare, education etc. Houses are not selling because of a lack of interest in the area. By destroying farmland and the local agricultural industry an increase in productivity is required just to sustain current food availability.	This representation is not directly in relation to the content of the SA report. See council response to representations regarding SA1/13 Inskip Extension.

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Table 8 - Summary of Representations on the Evidence Base (EB)				
Unique Ref	Name	Document	Summary of Representation	Response
0032/P/04/EB	Blackpool Council	Highways Evidence	<p>Blackpool Council remains concerned about the traffic impact of Wyre’s proposed development as it has the potential to overload key sections of Blackpool’s highway network.</p> <p>At paragraph 2.9.3, highway constraints are referenced, but at no point in the document or in the supporting Highways Evidence does it acknowledge that significant development in Wyre will impact on Blackpool’s network (the neighbouring highway authority) although in the fourth paragraph of the Executive Summary the LCC document talks about an ‘area of concern’ [congestion] to the boundary with Blackpool. Blackpool Council has been consulted during the production of the evidence, but not during a critical phase between 19th May 2016 and 24th February 2017 when the Highways Evidence was published. Section 2.3.2 of this report is a little misleading, as it implies in the first paragraph a direct tram link to Blackpool South railway station in future, which is not the case.</p>	<p>Blackpool was involved in the preparation of the Highways Evidence including the scope of the Technical Note prepared by Jacobs. Blackpool requested that additional routes/junctions be assessed by Jacobs which was done. Blackpool's comments on the Lancashire County Council (LCC) Highways Report in May 2016 related to public transport and have been addressed. The work between May 2016 and February 2017 involved addressing Wyre's comments. The final report was shared at a workshop in March 2017. Comments received from Blackpool on the final Report were forwarded to LCC.</p> <p>Lancashire County Council has produced a response to comments made on the highway evidence.</p> <p>Paragraph 2.3.2 of the Highways Evidence Report does not imply that services will be direct. The extension will improve access to the national rail network from Fleetwood and Cleveleys.</p>
0032/P/05/EB	Blackpool Council	ELS	<p>Adjustments</p> <p>With respect to Experian forecasts it is noted that adjustments have had to be made to correct coding errors in BRES and to take account of known job losses at Norcross and adjustments made to take into account the job growth on the EZ. Are there any other losses likely to take place that should be taken into account?</p> <p>Double jobbing</p> <p>It is our understanding that Experian forecasts are job based not person based, therefore there is an issue of ‘double-jobbing’. Turley Addendum 3 applies 4.3% assumption for double-jobbing, however significant number of jobs in Experian forecast are dominated by part time jobs – has this been factored in when deciding an appropriate percentage adjustment for double jobbing?</p> <p>Working age population</p> <p>With respect to Scenarios 4, 5 and 6, (paragraph 4.39) ,it suggest that each of the scenarios results in a net growth in the working age population of 2,866; 4,561 and 1,738 respectively for the Plan period 2011-2031. How does this relate to the numerous references in the Turley report to a declining working age population?</p> <p>Employment windfalls</p> <p>Figure 4.3 summarises the approach adopted and the adjustments made to determine the total gross employment land requirement. However, whilst the approach has assumed employment land losses of some 0.9 ha per annum, a vacancy rate of 10% (previously 6%) and additional 2 year supply of 4.26ha, no assumption has been made for employment land windfall.</p> <p>OAN</p> <p>It is unclear why the top end of the range (47ha) is included when the conclusions suggests caution in using the past trends, as they do not provide evidence over a full development cycle. It is unclear how this recommendation has been translated into Chapter 8 of the Publication Plan – which states an OAN of 43ha of employment land. Further justification/clarification is needed as to how the 43ha figure has been arrived at.</p>	<p>Adjustments</p> <p>The council considers that there are no other known adjustments / losses that should be taken into account at this point in time.</p> <p>It should be noted that the 2015 Wyre Employment Land Study Addendum II (July 2017) considered that there is no longer a need to make a manual adjustment for the coding error as the anomaly is excluded in the Experian data which has ‘smoothed’ the increase out.</p> <p>Double jobbing</p> <p>The allowance for double-jobbing is considered to be an appropriate approach.</p> <p>Working age population</p> <p>Paragraph 4.39 in the 2015 Wyre Employment Land Study Addendum II (July 2017) is poorly worded and should state labour force and not working age.</p> <p>Employment windfalls</p> <p>Expected windfall losses are factored into the requirement (as part of the assumed employment land losses). Employment land windfall is an element of the supply rather than the employment requirement.</p> <p>OAN</p> <p>The Adjusted Experian Forecast with flexibility margin (32ha) will only provide land to support projected job creation over the Plan period. The Adjusted Experian scenario does not support existing businesses which may not create new jobs but require new land to expand, often securing existing jobs.</p> <p>Both Blackpool and Fylde Councils employment OAN is based upon the ‘predict and provide’ approach, projecting forward average annual take up over the plan period (and in the case of Blackpool, a 20% flexibility allowance is also added).</p> <p>The Past Take Up scenario without flexibility margin (43ha) supports projected job creation and provides land to support existing businesses. This scenario also reflects the approach taken by</p>

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0032/P06/EB	Jane Saleh	SHMA	<p>Paragraph 2.2 states a vacancy rate of 5.4% (2011 Census). Footnote 17 notes that Wyre Council's corporate monitoring system indicates 1.2% of properties in Wyre are vacant or second homes. There is a 4.2% difference between the two percentages.</p> <p>It is noted in Figure 3.1 – Historic Population Change in Wyre that for 2014/15 the change appears significantly different, around 500 over and above the years either side. It needs to be borne in mind that in the past ONS has over-estimated population change by some 3,920 persons over a 10 year period as highlighted in paragraph 3.5.</p> <p>Paragraph 4.17 sets out the modelling assumptions and states all age groups are adjusted to reflect national evidence provided by the Office for Budget Responsibility. However with respect to the Jobs-led Experian Baseline SENS scenario all age groups have not been adjusted (paragraph 2.39 Edge Analytics).</p> <p>Notwithstanding the concerns over including this scenario it would provide clarity and comparison to know the impact on this scenario of applying the economic activity rate to all ages groups has been applied to the other employment-led scenarios, as this scenario appears to be justifying the OAN of 479.</p> <p>In paragraph 7.7, it is not clear bearing in mind the uncertainty of the accuracy of historic counts of population in Wyre why it is considered that the recent estimates of population which show strong growth reinforce the rationale for projecting a stronger level of population change than indicated by the official projections. Likewise in paragraph 7.11 it states that 'it is considered prudent that the upper end of these demographic projections is used to inform the OAN calculation' without specifying why? This is despite the degree of uncertainty that exists related to the accuracy of population counts.</p>	<p>1. The Addendum 2 and 3 reports for Wyre and Fylde have both used the 2011 Census vacancy rate in the Edge Analytics modelling. This provides a consistency of reporting in the updating of the evidence from the original 2013 SHMA report. It is noted that the projections consider need over a period to 2031 and therefore applying a very low vacancy rate as evidenced currently for the full plan period is unlikely to be representative.</p> <p>As footnote 17 references it will have limited impact on the modelled levels of need. The application of the 1.2% vacancy rate would suggest an annual need which is some 12 dwellings lower using the 2014 SNPP scenario for example. In the context of the points above around the extent to which such a low rate of vacancy is likely to be representative it is not considered advantageous to represent further variant scenarios using a different vacancy rate as this is likely to reduce the clarity of message.</p> <p>2. It is agreed that the single year 2014/15 shows a notably different level of growth than years either side. The modelling approach seeks to reduce the impact of any such outliers by drawing upon a longer historic trend period (a 12 year trend is preferred) in the derivation of the OAN. This approach has been consistently applied throughout the SHMA evidence base documents.</p> <p>3. It is important to note that the Jobs-led Experian Baseline SENS scenario does not provide the justification for the housing OAN figure of 479 with the conclusion based on a consideration of all of the methodological inputs required through the PPG.</p> <p>The SENS scenario is presented to illustrate the implications of applying consistent labour-force assumptions to that used in the Addendum 2 report (as explained in paragraph 4.26). The modelled scenarios in Tables 4.2 and 4.3 use the same input job growth to constrain the scenarios.</p>
0289/P/03/EB	Fylde Council	Highways Evidence	<p>The highways evidence does not take adequate account of the committed Highways England major scheme for the Windy Harbour to Skippool section of the A585. A reassessment of the highways evidence would be appropriate, to reconsider whether additional development sites could be brought into the plan in the light of the additional capacity to be provided, as the impact of the scheme was not factored in to the original study, which has determined the overall development strategy.</p> <p>The A6 Broughton Bypass is now open, there is now the opportunity for a reassessment to consider the effects of the new route on actual movements.</p> <p>The LCC Highways study does not itself present a detailed assessment of Poulton, but carries recommendations from the Jacobs Poulton Congestion Study. This document has never been published, there is an expectation that it would be published as part of the Local Plan evidence base.</p> <p>The LCC Highways Study also references a document called "Assessment of the implication of future housing development in the Wyre Borough (Jacobs, January 2016)". It is unclear what this document is, and whether it has ever been published. There is an expectation that it would be part of the Local Plan evidence base.</p>	<p>Part of the Highways Evidence was prepared by Highways England and has appropriate assumptions regarding the major scheme for the Windy Harbour to Skippool section of the A585. Highways England will make available any additional modelling as the design for the scheme is finalised.</p> <p>The A6 Broughton Bypass was taken into account by Lancashire County Council (LCC) in preparing the evidence. It is noted that traffic from Broughton Bypass also access M55 Junction 1 which is the pinch point.</p> <p>The 2016 Jacobs Report has been published, see Wyre Local Plan Support – Technical Note January 2016 on the website.</p> <p>Lancashire County Council has produced a response to comments made on the highway evidence.</p>

Table 8 - Summary of Representations on the Evidence Base (EB)				
Unique Ref	Name	Document	Summary of Representation	Response
0343/P/15/EB	Highways England	IDP	In terms of the IDP, we would suggest that, whilst the focus of Highways England relates to the cumulative impact of the proposals on the operation of the SRN and hence undertaking its own evidence-gathering work in this regard, the IDP should also set out any infrastructure requirements relating to non-car modes, i.e. walking and cycling infrastructure or public transport requirements. Whilst the IDP refers to some work which has been undertaken relating to rail provision, there are few references to work relating to bus, walking or cycling provision. It is recommended that further consideration is given to this in future iterations of the IDP, informed by additional studies where appropriate, including LCC's forthcoming Cycling and Walking Strategy. The provision of high-quality infrastructure for non-car modes can help to encourage a reduction in such trips and hence reduce the traffic impact of the Local Plan proposals on the SRN.	Comments noted. The December version of the IDP includes a reference to LCC Cycling and Walking Strategy.
0343/P/16/EB	Highways England	Highway Evidence	Highways England and WSP as its Spatial Planning consultants, will utilise the latest existing modelling tools for the A585(T) to understand the changes to the Local Plan proposed allocations when compared to the assumptions which were applied at the Issues and Options stage. This work will be undertaken concurrently with this stage of the Plan and will be completed prior to the end of 2017. The aim of the work is to enable Highways England to respond positively to Wyre Council in regard to the ability of the A585(T) to accommodate the proposed level of growth. In terms of the impact of the allocated A6 corridor sites on M55 Junction 1, it is recommended that Wyre Council work collaboratively with Lancashire County Council Highways in order to further investigate the interaction between the A6 and SRN in this location, enabling them to produce suitable evidence that the proposed level of growth arising from all of the allocated sites can be accommodated.	Comments noted. Wyre is committed to continue to work with both Highways England and LCC with regards to both the LRN and SRN.
0377/P/01/EB	Lancashire County Council (Education)	IDP	Seeks clarification on the relationship between housing numbers in the IDP and the Local Plan as there are some differences between the two.	The IDP has been revised for Submission and the points raised by LCC addressed.
0510/P/20/EB	Save Our Scorton Residents' Association	SHLAA	Concerned that "final" sites identified in the SHLAA in Scorton confers a level of acceptability over those sieved out. Sites SCO_02 and SCO_03 do not warrant inclusion in the SHLAA. It is understood that the latter has a serious flooding issue. Reinforces the message that without highway constraints development is acceptable. The SHLAA includes a detailed assessment of suitability that includes the character of the locality and potential policy constraints. SCO_02 is in the AONB and adjacent to the Conservation Area. Site SCO_03 is within the Conservation Area and adjacent to the AONB. Both are prominent at the northern gateway into the village that attracts a huge number of visitors. SHLAA paints a misleading picture of suitability. Best practice that consultation on a draft SHLAA take place but unaware that this has happened. Consultation on the 2017 SHLAA should take place as part of a wider review to establish if its findings are robust.	The fact that the sites mentioned are in the locations described does not in itself suggest that they should be excluded from the list of final SHLAA sites as a matter of principle. The SHLAA correctly identifies constraints and matters of note and, as explained in the disclaimer at the beginning of the document does not convey acceptability should a planning application be submitted. The SHLAA has been published as part of the Local Plan evidence base and comments received can be taken into account in any future update.

Table 8 - Summary of Representations on the Evidence Base (EB)				
Unique Ref	Name	Document	Summary of Representation	Response
0808/P/12/EB	Story Homes	IDP	1) The IDP does not include reference to investment proposed for J3 M55, despite being a constraint to development. it is assumed that other requirements of the Local Plan together with investments elsewhere within the highway network should be sufficient to ensure that there is no capacity problems at this Junction within the Plan Period. Believe that solutions to potential future capacity problems should be identified and committed for within the Local Plan to ensure that the full development requirements of the Plan area can be met in full. 2) Though the IDP contains a long list of infrastructure which is costed, it is unclear at what stage this infrastructure will be required and for which sites this relates to. It would be of benefit to the transparency of the process and to demonstrate the deliverability of the Local Plan if this information was published within the IDP. Suggested changes: 1) Identify solutions to capacity issues at J3 M55. 2) List when infrastructure will be required and for which sites	The IDP addresses issues at Junction 3 on pages 21-22 of the IDP. This references existing funding to improve the junction and it is clear that the need for further improvements will be kept under review.
0845/P/06/EB	Natural England	HRA	I can confirm that Natural England has no comments on the HRA and we are satisfied with the changes made.	Noted
0921/P/01/EB	Sport England	IDP	Welcome that the playing pitch strategy is referred to the associated infrastructure plan and that a match equivalent demand is used rather than a standards approach. In particular Sport England has been working with Melissa Kurihara on developing contribution rates towards playing fields based on the anticipated housing growth rates across the district.	Noted
0963/P/10/EB	The Strategic Land Group (SLG)	Housing Background Paper	The housing technical paper states that WBC has identified a deliverable five year supply of 3,035 dwellings and adopted the Liverpool method to spread this shortfall over the whole plan period. This is an approach that SLG does not support and would advise that any housing shortfall should be addressed as soon as possible through the adoption of the Sedgefield method in order to significantly boost housing supply as advocated in the Framework. Moreover, WBC is proposing the adoption of a 5% buffer rather than a 20% buffer. SLG considers that the shortfall in housing delivery has been persistent with a significant shortfall already arising from the first six years of the plan period which justifies the application of a 20% buffer.	See the council response to the Objectively Assessed Housing Need and housing supply.
1025/P/02/EB	Trustees of JB Clarkson	SFRA Level 2	Refers to para 2.7 and 4.5 of the Level 2 SFRA: Flood Risk Sequential Test Paper (STP). Seek clarification on the terms Community Areas. Refers to section 5 of the STP.	Community Areas are defined in the Level 2 Strategic Flood Risk Assessment. The Level 2 SFRA has split the borough into four distinct Community Areas, encompassing broadly homogenous characteristics and development requirements in terms of flood risk.
1026/P/02/EB	Ireland and Platt	Green Belt Study	Included within our submission is a letter presented to the Council last year objecting to the Green Belt Study and particularly the lack of consultation as to the report and its methodology and the outcome of the assessment not being consulted upon. We maintain this objection as it relates to informing the Local Plan based on flawed evidence. The assessment of parcel 20, to the south of Carleton, and those to the north of Carleton, is contradictory. Land to the north of Carleton, including our clients land, has been separated into several parcels and therefore produces vastly different results, despite being a similar type of Green Belt.	The Green Belt and Strategic Areas of Separation Background Paper sets out the basis for undertaking the Green Belt Study and summarises its conclusions. The council considers the methodology to be robust. The lack of consultation on the methodology prior to completing the study does not affect the robustness or validity of the report. It is not accepted that parcel 20, which the study recommended be removed from the Green Belt, forms the same Green Belt function as the land to the north of Carleton, which the Study recommends remains within the Green Belt.

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0022	Robert Deanwood	National Grid	Amec Foster Wheeler	Not stated	n/a	n/a
0032	Jane Saleh	Blackpool Council	n/a	Not stated	n/a	n/a
0048	Jean Maskell	n/a	n/a	No	n/a	n/a
0051	Robert Fail	on behalf of Wyre Labour Group of Councillors	n/a	Yes	There are significant flaws in the Plan that need resolving. This Plan doesn't just affect the period to 2031, it has a much longer and lasting implication. For the west of the Borough its current problems are set to be compounded, possibly irretrievably. That can not be allowed to happen.	n/a
0056	John Bradley	n/a	n/a	No	n/a	n/a
0064	Peter Tarrant	n/a	n/a	Yes	As a long time resident of the Borough of Wyre I can bring significant local knowledge to discussions and intend to participate in a constructive examination to assist the Inspector in removing the shortcomings of this Local Plan in its present form and to assist in the delivery of a Local Plan for Wyre which is positively prepared, fully justified, likely to be effective and be consistent with national planning policy.	n/a
0068	Estate of Mr Richard Singleton Whitesite c/o Whiting & Mason Solicitors	n/a	David Shepherd, Shepherd Planning	No	n/a	n/a

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0072	Howard Phillips	Thornton Action Group (TAG)	n/a	Yes	It is important that a residents' group fully partake in the Planning Process as put forward in the NPPF (see Ministerial Forward) "we are allowing people and communities back into planning".	n/a
0127	Ashley Cutts	n/a	n/a	Not stated	n/a	n/a
0138*	<i>Katherine Threlkeld</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0145	Michael Watson	n/a	n/a	No	n/a	n/a
0151	Peter Swarbrick	SSRA	n/a	Not stated	n/a	n/a
0172	Trudie Webster	Dawndew Salad Ltd	Paul Zanna, Mayer Brown Ltd	Yes	We are able to provide evidence (including flood risk, accessibility, habitat survey, Visual sensitivity) which will technically support our client's site allocation for residential development as a phased development during the plan period.	n/a
0253	Peter Walmsley	n/a	n/a	Yes	Not stated	n/a
0255	IJ Clarkson	n/a	n/a	Not stated	n/a	n/a
0289	Mark Evans	Fylde Council	n/a	Not stated	n/a	n/a
0294	Hugh Glover	Great Eccleston Parish Council	n/a	Yes	To give a representation on behalf of the community and afford specific local knowledge into issues arising from proposals directly relating to Great Eccleston.	n/a

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0297	Joanne Harding	Home Builders Federation (HBF)	N/A	Yes	To debate the comments made within our representations further and in greater detail. To ensure that the industry can respond to any additional evidence provided by the Council or others following submission of the plan.	n/a
0299	Dawn Dickinson	Associated British Ports	Christopher Martin, Barton Wilmore	Yes	Wish to remain involved in all the stages of the emerging Local Plan and look forward to working with the Council to resolve these issues and to discuss them further at the plan's future examination.	n/a
0306	David Cowburn	n/a	n/a	Not stated	n/a	n/a
0343	Warren Hilton	Highways England	n/a	Not stated	n/a	n/a
0344	Karl Creaser	Historic England	n/a	Not stated	n/a	n/a
0358	Matthew Symons	Hollins Strategic Land	n/a	Yes	In support of SA1/18 and SA3/4	n/a
0363	Jessica Bond	Taylor Wimpey UK	Lichfields	Yes	There is a need to examine some of the fundamental aspects of the Local Plan, including the spatial distribution of new housing, the failure to meet the OAHN full and the extent of site allocation SA1/16. Taylor Wimpey UK Limited would therefore welcome the opportunity to participate at the oral part of the examination if the opportunity arises.	n/a
0377	Marcus Hudson	Lancashire County Council (Education)	n/a	Not stated	n/a	n/a

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0395	CPRE Lancashire	CPRE Lancashire	n/a	Yes	CPRE Lancashire wants Wyre to have a sound local plan in place. We have been contacted by local residents who are concerned about the sustainable balance. We want to speak up about harm to the environment and farmland to ensure sites do not get allocated for housing and employment with detrimental impacts on livelihoods and the future of farming in the area.	n/a
0407	Lesley Dodgson	n/a	n/a	Not stated	n/a	n/a
0412	Janet Huddart	Forton Parish Council	n/a	Yes	To articulate the PC response as Forton/Hollins Lane has the most significant rate of growth in the draft Local Plan so it's essential the PC is given the opportunity to participate. Also the draft Local Plan does not adequately take in to account the two pipelines.	n/a
0418	Margaret Mansfield	n/a	n/a	Not stated	n/a	n/a
0424	Judith Hargreaves	n/a	n/a	No	n/a	n/a
0458	Louise Banton	Cabus Parish Council	n/a	Yes	We wish to present to the Planning Inspectorate our support for the Strategic Area of Separation between Cabus and Garstang.	n/a
0484	David Evans	n/a	n/a	No	n/a	n/a
0492	Stephen Hunter	n/a	n/a	Yes	I think my views on the future of the Dovecote, its historical significance and the possible end owner being the National Trust are critical.	n/a
0494	Andy Jackson	n/a	n/a	Not stated	n/a	n/a

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0495	Jonathan Slee	n/a	n/a	No	n/a	n/a
0501	Mark Houghton	n/a	n/a	Yes	To clarify points to inspector.	n/a
0510	Michael Howes	Save Our Scorton Residents' Association	Tim Brown, TB Planning	Not stated	n/a	n/a
0526	J Whewell	Wyresdale Park Estates	David Shepherd, Shepherd Planning	No	n/a	n/a
0545	Edwina Parry	Garstang Town Council	n/a	Yes	To explain the case to allocate 52% of the borough's new housing to the A6 corridor has not the consent of the local population nor has the case been made for it. The infrastructure is designed to cope with 25% of the boroughs population, what the local population represents. The A6 corridor cannot cope now nor in the future with the proposed uplift.	n/a
0550	GQ Parker	n/a	n/a	No	n/a	n/a
0592	Nicky Mason	Barnacre-with-Bonds Parish Council	n/a	Not stated	n/a	n/a
0610	Alison May	Preesall Town Council	n/a	No	n/a	n/a
0641	Keith Holden	n/a	David Shepherd, Shepherd Planning	No	n/a	n/a

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0644	Melanie Harben	Nateby Parish Council	n/a	No	n/a	n/a
0645	Melanie Harben	Nether Wyresdale Parish Council	n/a	Not stated	n/a	n/a
0656	Jill Walton	n/a	n/a	Not stated	n/a	n/a
0657	Paul Burrows	n/a	n/a	Not stated	n/a	n/a
0659	Mike Ainsworth	Inskip with Sowerby Parish Council	n/a	Yes	Inskip-with-Sowerby Parish Council object to the proposed Inskip Extension on the basis that there is no local demand for this level of development, that the proposed level of development is disproportionate, discriminatory, and is not sustainable, and that the site selection cannot be justified. There is a lack of confidence within the local community that issues raised will be addressed by Wyre. Council in a satisfactory manner and as a result Inskip-with-Sowerby Parish Council feel duty bound to represent local opinion through the public examination process.	n/a
0661	Brian Leighton	n/a	n/a	No	n/a	n/a
0664	George Diaper	n/a	n/a	Yes	Wyre Council have 'gagged' the elected Parish Councillors over the previous year and only allowed the public 6 weeks to try to come to terms with what has been proposed. There is no confidence that Wyre Council will reflect the objections in their review of findings to the draft report.	n/a
0665	Dianne Hogarth	n/a	n/a	Yes	The unfairly high percentage allocation is disproportionate to similar sized villages. Limited jobs and therefore no local demand for housing. No faith in the objectiveness of the council and their ability to listen to residents. Would like to voice opinions.	n/a

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0671	Cllr Peter Bull	Little Ecclestone with Larbreck PC	N/A	No	n/a	n/a
0675	David Dunlop	The Wildlife Trust for Lancashire, Manchester & North Merseyside	N/A	Not stated	n/a	n/a
0676	Environment Agency (EA)	Environment Agency (EA)	n/a	Not stated	n/a	n/a
0689	Richard Lever	Property Capital PLC	n/a	Not stated	n/a	n/a
0691	United Utilities	United Utilities	n/a	Not stated	n/a	n/a
0694	Ross Anthony	Theatres Trust	N/A	No	n/a	n/a
0717	K Whittingham	n/a	Jacob Salisbury, Graham Anthony Associates	No	n/a	n/a
0794a	n/a	Wainhomes (North West) Ltd	Alexis De Pol, De Pol Associates Ltd	Yes	The delivery of the full Objectively Assessed Housing Need goes to the core of whether the Plan is sound and our client has significant interest in contributing to discussions on this matter during the examination.	n/a

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0794b	n/a	Wainhomes (North West) Ltd	Stephen Harris, Emery Planning	Yes	Examination provides our client with the opportunity to critically examine the Council's position in order to ensure the plan is sound. Oral examination allows for a more forensic examination of the evidence and in depth analysis of the various opinions.	n/a
0808	Dan Chant	Story Homes	Dan Mitchell, Barton Willmore	Yes	Not stated	n/a
0810	A Heine	Heine Planning	n/a	Yes	To ensure proper consideration of Gypsy Traveller issues and ensure the needs of families who have long tried to live in this area are addressed.	n/a
0811	Sarah Nunn	n/a	n/a	Not stated	n/a	n/a
0812	Richard West	n/a	n/a	Yes	Previous experience is that the concerns of Inskip residents have been ignored. Facing a disproportionate plan to double the size of the village. Traffic, use of agricultural land, drainage issues must be raised with the Inspector.	n/a
0814	Robert Thompson	n/a	n/a	Not stated	n/a	n/a
0831	Debbie Baker	MOD (DIO)	n/a	Not stated	n/a	n/a
0832	Kevin Toole	n/a	n/a	No	n/a	n/a
0833	Paul Matthews	n/a	n/a	No	n/a	n/a
0834	Steve Jenkinson	n/a	n/a	No	n/a	n/a
0835	Patricia Gonzalez	n/a	n/a	No	n/a	n/a

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0836	Bernard Wilkinson	n/a	n/a	Not stated	Community involvement is vital and required.	n/a
0837	Lawrence Warburton	n/a	n/a	No	n/a	n/a
0838	June Brand	n/a	n/a	No	n/a	n/a
0839	Brian Mayne	n/a	n/a	No	n/a	n/a
0840	Peter Ronald Williams	n/a	n/a	No	n/a	n/a
0841*	<i>Louise Atherton</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0842	Carli Melia	n/a	n/a	No	n/a	n/a
0843	Jennifer Barlow	n/a	n/a	No	n/a	n/a
0845	Janet Baguley	Natural England	n/a	No	n/a	n/a
0847	Brian Sheasby	Lancashire County Council	n/a	Not stated	n/a	n/a
0848	Nigel & Sylvia English	n/a	n/a	Not stated	n/a	n/a
0849	Graham Fletcher	n/a	n/a	Not stated	n/a	n/a
0850*	<i>Alan Swindells</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0851	Lesley Tripp	n/a	n/a	Yes	Would like to discuss the figures raised in the population and society of the document.	n/a
0852	Michael Wills	n/a	n/a	No	n/a	n/a
0853	Steve Palmer	n/a	n/a	No	n/a	n/a
0854	Jacob Chantler	n/a	n/a	No	n/a	n/a
0855	John Shaw	n/a	n/a	No	n/a	n/a

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0856	Janet Foster	n/a	n/a	Yes	I would like to present my opinions and experience to both the inspector and the council planning committee, given the feelings I have about the gagging of the Parish council, the silence of my local councillors and the suspicions I have about the relationship the council has with the local land owner I have no confidence that my interests will be represented by anyone else.	n/a
0860	Matthew Nunn	n/a	n/a	Yes	You have already restricted our rights to challenge this plan by gagging our Parish Council. The very least you should do is allow our concerns to be voiced.	n/a
0861	Gillian Saunders	n/a	n/a	Yes	You have already restricted our rights to challenge this plan by gagging our Parish Council. The very least you should do is allow our concerns to be voiced.	n/a
0862	Angela Fletcher	n/a	n/a	Not stated	n/a	n/a
0863	David Adkin	Great Eccleston Action Group	n/a	Yes	As a resident of Great Eccleston for over 33 years, and an active member of the community, I fully understand the problems encountered in the village on a daily basis, and am adamant that the level of development planned will destroy the village. The Great Eccleston Action Group consists of 6 members who are all residents of the village, and are representing over 200 villagers who object to the over development of the village	n/a
0864	Lynda Wright	Poulton-le-Fylde Historical and Civic Society	n/a	No	n/a	n/a

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0865	Christine Ruth Kirby	n/a	n/a	Yes	Wyre Borough technically gagged our Parish council demanding that they remain silent and would not share the Wyre local plan with the villagers. This is appalling and in the national planning policy framework it states....."155. Early and meaningful engagement and collaboration with neighbourhoods, local organizations and businesses is essential. A wide section of the community should be pro-actively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made."	n/a
0866	Lydia Kirby	n/a	n/a	Yes	I would like to attend the oral part of the Government Inspectors public hearing as I strongly believe that the villagers should have been consulted long before September this year and that the Local Plan has unjustifiably taken up the offer of an enthusiastic landowner – allocating us a massively disproportionate amount of new houses.	n/a
0867	Tamzin Roberts	n/a	n/a	No	n/a	n/a
0869*	<i>Diane Saffery</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0870	Simon Haley	n/a	n/a	Yes	Would like to stress importance of issues previously stated	n/a
0871	Geoffrey Hogarth	n/a	n/a	Not stated	n/a	n/a
0872	Robert Brooks	n/a	n/a	Not stated	n/a	n/a

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0873	Rakesh Soni	n/a	Alice Henderson, DPP Planning	No	n/a	n/a
0874	Kenneth Sutcliffe	n/a	n/a	Yes	Feel strongly about the Plans.	n/a
0875	David Stubbs	n/a	n/a	Yes	Not stated	n/a
876	Isabel Olsen	n/a	n/a	Yes	Not stated	n/a
0877	Anthony Olsen	n/a	n/a	Yes	Not stated	n/a
0878	Janet Gorman	n/a	n/a	No	n/a	n/a
0879	Valerie Essex-Crosby	n/a	n/a	No	n/a	n/a
0880	Jon Howson	n/a	n/a	No	n/a	n/a
0881	Ian MacGregor	n/a	n/a	Yes	Not stated	n/a
0882*	<i>Robert Emmington</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0883	James Smith	n/a	n/a	No	n/a	n/a
0884	Derek Longstaff	n/a	n/a	Yes	Concerns for the present and future of Inskip have not been taken seriously.	n/a
0885	Stanley Stuart	n/a	n/a	Not stated	n/a	n/a
0886	Janice Desborough	n/a	n/a	Yes	Wyre council has a track record of dismissing residents' concerns with respect to planning matters. No confidence that the issues raised will be given fair consideration.	n/a

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0887	Graham Edwards	n/a	n/a	No	n/a	n/a
0888*	Keith Bench	n/a	n/a	No	n/a	DNC
0889	Timothy Haworth	n/a	n/a	No	n/a	n/a
0890	Brigid Teresa Stubbs	n/a	n/a	Yes	Not stated	n/a
0891	Brian Dearnaley	n/a	n/a	Yes	Oral presentation is the only way I can be sure the key points of my written representation can be emphasised directly to the Inspector. Past experience has shown that written representations are summarised into bureaucratic generalised categories that are both blunt in presentation and anonymous.	n/a

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0892	Stephen Nuttall	n/a	n/a	Yes	Planning will have been done by people who do not know the village and its surroundings. Views are constructed from 'snap-shot impressions' site visits and the review of policies, maps and plans. Planning needs to take account of the views of people who have lived and worked in the village. Unless planners see the congestion at school term time; during harvest times and at times of flooding. Numerous accidents occur on the narrow roads with deep ditches, but rarely reported so don't form part of evidence. The housing planning of the 1960s and 1970s failed to take proper account of local views. In Lancashire, developments built in the 1960s and 70s demolished because they failed to meet the needs of the people who lived there, they did not listen to such people at all. This is why inspectors should speak to local people. We accept that people need housing and that some of that needs to be where we live. But imposing plans on a community can end badly if the community are not a true part of that journey.	n/a
0893*	Ellen Wilson	n/a	n/a	No	n/a	DNC
0894	Julia Mills	n/a	n/a	Yes	Wyre Council have 'gagged' Parish Councillors for 34 months and we only allowed the public 6 weeks to review 180 page document. I want to be included to make verbal representations.	n/a
0895	Paul Desborough	n/a	n/a	Yes	To ensure that matters raised receive a fair hearing.	n/a
0896	Emma Butterworth	n/a	n/a	Yes	Do not have faith that our concerns will be taken seriously as they were not with the last proposed and passed development in Inskip as the people at the oral examination were not listening to those that spoke.	n/a

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0897	Jonathan Palmer	n/a	n/a	Not stated	n/a	n/a
0898	Steven Haley	n/a	n/a	Not stated	n/a	n/a
0899	Maureen Gogarty	n/a	n/a	Yes	Not stated	n/a
0900	Sylvia Waldron	n/a	David Walker, Landmark Property Consultants Ltd	Yes	Client's landholdings form part of an allocation that is of critical importance in assisting the council to meet its objectively assessed need.	n/a
0901	David Schools	n/a	n/a	Yes	Not stated	n/a
0902	Pipecroft Ltd & Russell Armer Homes	Pipecroft Ltd & Russell Armer Homes	Harry Tonge, Steven Abbott Associates	Yes	To present the client's case in relation to the need to deliver the objectively assessed need for housing in the borough.	n/a
0903	Tom Rowe	n/a	Roy Bancroft, CFM Consultants Ltd	Yes	Representation proposes an amendment to a residential site allocation and so wish to reserve the right to participate in the examination.	n/a
0904*	Christopher Smith	n/a	n/a	No	n/a	DNC
0905*	Stephen Hargreaves	n/a	n/a	Not stated	n/a	DNC
0906*	Hilda Armer	n/a	n/a	No	n/a	DNC
0907*	John Cookson	n/a	n/a	Not stated	n/a	DNC
0908	Peter Taylor	n/a	n/a	Not stated	n/a	n/a
0909	Susan Gornall	n/a	n/a	No	n/a	n/a

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0910	Jacqueline Wilson	n/a	n/a	Yes	Not stated	n/a
0911	David Bannister	n/a	n/a	Not stated	n/a	n/a
0912	Donald Porteous	n/a	n/a	Yes	Not stated	n/a
0913	Gary Timmins	n/a	n/a	Not stated	n/a	n/a
0914	Judith Wilson	n/a	n/a	Yes	Local people need to be given the opportunity to explain why they feel so passionately about retaining our village.	n/a
0915	Michael Wilson	n/a	n/a	No	n/a	n/a
0916	Anne Dimmock	n/a	n/a	No	n/a	n/a
0917	Martin Delaney	n/a	n/a	No	n/a	n/a
0918	Carey Delaney	n/a	n/a	Yes	Not stated	n/a
0919	Jonny Roddam	n/a	n/a	Yes	Not stated	n/a
0921	Helen Ledger	Sport England	n/a	Not stated	n/a	n/a
0922	Darren Thornhill	Baxter Homes	Michael Goode, Croft Goode Architects	Yes	Representation proposes a new residential site allocation and so wish to reserve the right to participate in the examination.	n/a
0923	Judith Frost	n/a	n/a	Not stated	n/a	n/a
0924	Andrew Chapman	n/a	n/a	No	n/a	n/a
0925	David Sharp	n/a	n/a	No	n/a	n/a
0926	David Roberts	n/a	n/a	No	n/a	n/a

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0927	Brian/Vivienne Tabner	n/a	n/a	Not stated	n/a	n/a
0928*	<i>Helen Smith</i>	<i>n/a</i>	<i>n/a</i>	<i>No</i>	<i>n/a</i>	<i>DNC</i>
0929	Daniel Fowler	n/a	Graham Trehwella, Cass Associates	Yes	To explore fundamental aspects of the development strategy.	
0930	Robin Buckley	Redrow Homes Ltd	Graham Trehwella, Cass Associates LLP	Yes	The planning reasons we set out as to why the Plan is unsound are complex and inter-related and can be explained further at the Hearings.	n/a
0931	Robert Griffiths	n/a	n/a	Yes	Not stated	n/a
0932	Cubbins, Lawson and Holland	n/a	Tony McAteer	No	n/a	n/a
0933*	<i>David Foulds</i>	<i>n/a</i>	<i>n/a</i>	<i>Not stated</i>	<i>n/a</i>	<i>DNC</i>
0934	Sam Hill	n/a	n/a	Yes	Not stated	n/a
0935	Claire Nash	n/a	n/a	Yes	Not stated	n/a
0936	Darren and Rebecca Rogers	n/a	n/a	not stated	n/a	n/a
0937	n/a	Bourne Leisure	Helen Ashby- Ridgway, Lichfields	Not stated	n/a	n/a
0939	Brian Tabner	Forton Bowling Club	N/A	Not stated	n/a	n/a

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0940	n/a	Sainsbury's Supermarkets Ltd	Peter Campbell, WYG	No	n/a	n/a
0941	John Fleming	Gladman Development	n/a	Yes	Not stated	n/a
0942	Patsy Stothert	n/a	Harry Tonge, Steven Abbott Associates LLP	Not stated	n/a	n/a
0943	Patricia Eastham	n/a	n/a	Yes	There is need to know exactly what is planned for our village schools so there is no disruption to the pupils. I understand the LCC approach from School Place Provision Strategy 2017/18-2019/20.	n/a
0944	Colin Hetherington	Applethwaite Ltd	Graham Love, Smith and Love Planning Consultants Ltd	Yes	The representation raises matters and evidence that Applethwaite wishes to present to the Inspector.	n/a
0945	Andrew Bangs	James Hall & Co Ltd	Graham Love, Smith and Love Planning Consultants Ltd	Yes	The representation raises matters that James Hall & Co Ltd wishes to present to the Inspector	n/a
0946	Peter Hemmings	n/a	Dan Matthewman, Del Pol Associates Ltd	Yes	Not stated	n/a

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0947	J Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	Yes	The representation raises matters and evidence that our client wishes to present to the Inspector.	n/a
0948	Rob Parkinson	n/a	Graham Love, Smith and Love Planning Consultants Ltd	Yes	The representation raises matters and evidence that our client wishes to present to the Inspector.	n/a
0949	n/a	Pure Leisure Group Ltd	Alexis De Pol, De Pol Associates Ltd	Yes	The policy matters raised are fundamental to the Borough's strategic employment and tourism aspirations. The prohibition on certain forms of development is not policy compliant.	n/a
0950	Abigail Kos	Persimmon Homes		Not stated	n/a	n/a
0951	Chris Betteridge	Fleetwood FRP	De Pol Associates	Yes	In order to fully address proposed policies EP2, EP3 and EP5 as currently worded in light of their potentially adverse impact for economic development in the plan area with specific relevance to the subject site identified in the attached statement.	n/a
0952	n/a	Worthington Properties	James Berggren, HOW Planning	Yes	To expand upon the information contained within the representations.	n/a

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0953	Eric Williamson	Telereal Trillium	Graham Love, Smith and Love Planning Consultants Ltd	Yes	The representation raises matters that Telereal Trillium wishes to present to the Inspector	n/a
0954	Dan Matthewman	De Pol Associates Ltd	n/a	Yes	The representations submitted raise wide ranging and detailed matters of soundness across the plan policies which taken individually and together, means that the matters go to the heart of the development plan. It is likely that oral evidence will need to be presented at the examination in order to assist the Inspector in ensuring that the development plan is sound prior to adoption.	n/a
0955	Richard Henriques	n/a	n/a	Yes	To make representations for the exclusion of SA1/2. I may wish to be represented by Counsel and call expert witnesses as advised as several factors not sufficiently evaluated and consultation period unreasonably short. The inclusion of SA1/2 would unfairly and unreasonably place a blight on my property.	n/a
0956	n/a	J Townley Ltd	Joshua Hellawell, PWA Planning	Yes	In relation to individual representations (HP1, SP1, SA1 and the Vision and Objectives)	n/a
0957	Anthony Hind	n/a	n/a	No	n/a	n/a

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0958	Gordan/Steph Humpreys	n/a	n/a	Yes	Necessary to explain and clarify my views, both from a personal and professional standpoint. I also believe time should have been given as indicated within the sustainability section, with proper investigations and surveys with respect to road safety and suitability issues. I would like to discuss this in detail.	n/a
0959*	Joanne Griffiths	n/a	n/a	No	n/a	DNC
0960	n/a	Beecham Developments	Paul Williams, Mosaic Town Planning Ltd	Not stated	n/a	n/a
0961	Rosemary McLean	n/a	n/a	Not stated	n/a	n/a
0962	n/a	Metacre Ltd	Alexis De Pol, De Pol Associates Ltd	Yes	The delivery of the full Objectively Assessed Housing Need goes to the core of whether the Plan is sound and our client has significant interest in contributing to discussions on this matter during the examination. Note - does not wish to attend the oral part of the examination in relation to the representation on policy CDMP6.	n/a
0963	n/a	The Strategic Land Group (SLG)	David Diggle, Turley	Yes	There are a number of policies in the draft Local Plan which are considered unsound and need interrogation in front of a planning inspector.	n/a
0964	n/a	J and M Stuart and Son	Chris Betteridge, De Pol Associates Ltd	Yes	My client wishes to participate in discussions regarding the Council meeting their full objectively assessed housing need.	n/a

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0965	Christine Smith	Forton Women's Institute	Forton Women's Institute	Not stated	n/a	n/a
0966	Jeremy/Sue Walker	n/a	n/a	Yes	Not stated	n/a
0969	Terence Mansfield	n/a	n/a	not stated	n/a	n/a
0968	n/a	Cabus Consortium	Ian Gilbert, Barton Willmore	Not stated	n/a	n/a
0970	Dianne McKnight	n/a	n/a	Not stated	n/a	n/a
0971	Stephen Esmond	n/a	n/a	Yes	Not stated	n/a
0972	David Morley	n/a	n/a	Not stated	n/a	n/a
0973	Eileen Dearnaley	n/a	n/a	Yes	Emphasis is usually lost within written representations. By making an oral presentation I'm assured of getting my point across.	n/a
0974	Phillip Jenkins	Thornton Flood Action Group	n/a	No	n/a	n/a
0975*	Charles Camm	n/a	n/a	No	n/a	DNC
0976*	Georgina Miller	n/a	n/a	No	n/a	DNC
0977*	James Blundell	n/a	n/a	No	n/a	DNC
0978*	Pamela Holden	n/a	n/a	No	n/a	DNC
0979*	Paula Holden	n/a	n/a	No	n/a	DNC
0980*	Joanne Thornton	n/a	n/a	not stated	n/a	DNC
0981*	Alan Place	n/a	n/a	not stated	n/a	DNC

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0982*	Ruth Pye	n/a	n/a	Yes	Villagers should have been consulted earlier.	DNC
0983	Maureen Hellewell	n/a	n/a	Not stated	n/a	n/a
0984	Brenda Lownsborough	n/a	n/a	Yes	Not stated	n/a
0985	Stephen Hellewell	n/a	n/a	No	n/a	n/a
0986	Russell Thersby	n/a	n/a	not stated	n/a	n/a
0987	Elaine Deegan	n/a	n/a	Not stated	n/a	n/a
0988	Alma MacGregor	n/a	n/a	Not stated	n/a	n/a
0989	Lynda Whaite	n/a	n/a	Yes	So that I can be assured that the issues raised here will be given fair consideration	n/a
0990	David Whaite	n/a	n/a	Yes	I would find this a lot easier (to discuss this orally with the Inspector)	n/a
0991	Eileen Kirby	n/a	n/a	Yes	I believe villagers should have been consulted long before September this year, considering plans have been under negotiation for nearly 3 years. I also feel that the Local Plan has unreasonable taken up the offer of a keen landowner - allocating us an extremely disproportionate amount of new houses for our small village.	n/a
0993	Jennifer Howson	n/a	n/a	Not stated	n/a	n/a
0994	Bernadette Ronson	n/a	n/a	Yes	Not stated	n/a

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0995	Paul Desborough	Inskip Residents' Action Group	n/a	Yes	Matters so fundamental, wide ranging and numerous that questions will be raised. It is considered inappropriate for WBC to answer questions on such matters and Inskip Resident's Action Group representative should attend.	n/a
0996	Glenda Cummings	n/a	n/a	No	n/a	n/a
0997	Samual Adair	n/a	n/a	not stated	n/a	n/a
0998	Sheila Ashworth	n/a	n/a	No	n/a	n/a
0999	Darren Cross	n/a	n/a	No	n/a	n/a
1000	Judith Esmond	n/a	n/a	Yes	Not stated	n/a
1001	Terence Thornton	n/a	n/a	No	n/a	n/a
1002	Marlene Hindle	n/a	n/a	No	n/a	n/a
1003	Janet Marsden	n/a	n/a	Not stated	n/a	n/a
1004	Julia Diaper	n/a	n/a	Yes	The council cannot be trusted.	n/a
1005	Cecilia Reynolds	n/a	n/a	Yes	Not stated	n/a
1006	Paul Marsden	n/a	n/a	Not stated	n/a	n/a
1007	Helen Parkinson	n/a	n/a	Not stated	n/a	n/a
1008	George Hogarth	n/a	n/a	Yes	To ensure that the inspector hears views on how the local plan will affect the village.	n/a
1009	Lisa Morris	n/a	n/a	Not stated	n/a	n/a
1010	Thomas Hastey	n/a	n/a	Not stated	n/a	n/a

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1011	Keith Jackson	n/a	n/a	Not stated	n/a	n/a
1012	Merle Nickson	n/a	n/a	Yes	The inspector needs to hear about the issues from local residents prior to the Local Plan being enforced.	n/a
1013	Kenneth Nickson	n/a	n/a	Yes	Not stated	n/a
1014	Yvonne Clavin	n/a	n/a	Not stated	n/a	n/a
1015	Phillip James	n/a	n/a	Yes	No justification for further development particularly on the scale proposed - it is not sustainable.	n/a
1016	Pauline James	n/a	n/a	not stated	n/a	n/a
1017	Tim Kirby	n/a	n/a	Yes	Feels strongly that residents should have been contacted earlier about the proposals.	n/a
1018	Margery Graham	n/a	n/a	Not stated	n/a	n/a
1019*	Mike Cook	n/a	n/a	No	n/a	DNC
1020	Bethan Esmond	n/a	n/a	Yes	Feels strongly that residents should have a say	n/a
1022	Cllr John Shedwick	Lancashire County Council	n/a	Not stated	n/a	n/a
1023	Pauline Johnstone	Fleetwood Civic Society	n/a	Not stated	n/a	n/a
1025	n/a	Trustees of JB Clarkson	Stuart Booth, JWPC Ltd	Not stated	n/a	n/a

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1026	n/a	Ireland and Platt	Stuart Booth, JWPC Ltd	Not stated	n/a	n/a
1027	n/a	M Capital Developments Ltd	Stuart Booth, JWPC Ltd	Not stated	n/a	n/a
1028*	<i>M Ainsworth</i>	<i>n/a</i>	<i>n/a</i>	<i>Not stated</i>	<i>n/a</i>	<i>DNC</i>
1030	Joan Hollands	n/a	n/a	Not stated	n/a	n/a
1031	Elizabeth Kennedy	n/a	n/a	Not stated	n/a	n/a