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Ask for: Garry Payne
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Tel No: 01253 887500
Our Ref: Wyre LP

Date 4th May 2016

Dear Allan,

Wyre Local Plan and the Duty to Cooperate

As you will be aware Wyre Borough Council is preparing a new Local Plan which will set out the planning and development strategy, policies, site allocations and land designations for the Borough for the period to 2031. Once adopted, this Plan will supersede the "saved" policies in the 1999 Local Plan and the Fleetwood-Thornton Area Action Plan.

Officers of Fylde and Wyre Councils meet regularly at Fylde Coast Duty to Cooperate Memorandum of Understanding (MoU) meetings (latest 5th April 2016) to discuss Local Plan progress and issues. Alongside these meetings my Planning Policy Manager (Réa Psillidou) met with Julie Glaister of Fylde Council, last year (8th May 2015) to discuss a number of strategic issues, some of which may have cross boundary impacts for Fylde and Wyre. Significant progress has been made since this meeting in collating the evidence base to support the Plan and we are now in a position to discuss some of the issues in greater detail.

I would like to formally raise with you two matters under the duty to cooperate requirements which R Psillidou initially raised with J Glaister at the meeting last May: first meeting Wyre's housing requirements within the Fylde Coast Housing Market Area, and second, supporting a new distributor road to the south-east of Poulton-le-Fylde.

Meeting Wyre's housing requirements

One of the key aspects of the evidence which is now finalised is the Strategic Housing Market Assessment (SHMA). The Fylde Coast SHMA was commissioned jointly by Wyre, Fylde and Blackpool Councils and was published in February 2014. For Wyre, this document is supplemented by two Addendum Reports completed in November 2014 and February 2016. Addendum I was a jointly commissioned addendum. Addendum II assess the implications of the 2012 Sub-National Household Projections (SNHP) and updates the analysis of the employment-led projections presented in the previous 2013 SHMA to reflect the conclusions of the recently published Wyre Employment Land Study Update (ELSU) and subsequent ELSU Addendum Report. The Addendum reports do not represent full updates to the original SHMA and all three reports should be read as a whole and considered together.

The conclusion of the SHMA Addendum II recommends a revised OAN range for Wyre of between 400 and 479 dwellings per annum over the period from 2011 to 2031. The

consultants recommend an OAN closer to the upper end of this range. The Council considers 479 to be the appropriate OAN figure which ties with the economic evidence. This has been reported to full Council on 14th April 2016.

With regards to meeting the OAN Wyre is considerably constrained by three main factors; highways capacity, flood risk and green belt. These issues were discussed at the Duty to Cooperate meeting in May 2015, and have been referred to in subsequent MoU meetings.

The key highway corridors in the Borough are the A6 in the east, and the A585(T) on the peninsula. Both of these routes run north south and join the east / west M55 (Jct 1 and 3 respectively). All other routes in the Borough are regarded as driving traffic into one of these main transport corridors.

You are familiar with the long standing capacity issues associated with the A585(T). It carries a significant amount of traffic to / from the peninsula and already struggles to cope at peak hours. Some recent improvement works have been carried out on this route at Windy Harbour, and further works are scheduled through the Roads Investment Strategy between Windy Harbour and Skippool roundabout. However, these works will not result in an unrestrained capacity on this corridor and the capacity of the A585 will constrain what can be delivered in Wyre. In any event, such improvements are not expected to be completed until 2021.

There is no junction onto the M6 from the A6 south of Jct 33 to the north of the Borough. Traffic from the Garstang area accesses the M6 via Jct 1 of the M55. Jct 1 on the M55, taking into account commitments in North Preston, is at capacity. Apart from some further minor work to the slip roads, which will release some limited capacity, there are no engineering solutions to the existing junction that can be delivered to support growth in Wyre along the A6. LCC has been objecting to any new housing developments in Wyre from Garstang southwards to Barton.

Lancashire County Council (LCC) and Highways England have carried out modelling to assess the implications of growth in Wyre on the strategic and local highways network. The transport modelling outputs indicate that there are a number of areas within the network that act as a constraint for additional development at the scale indicated by the OAN figure. This work was due to be finalised in April but additional work was necessary in relation to Jct 3 on the M55 taking into account development proposed in the Fylde Local Plan and the work is now due to be completed in May 2016. Fylde Officers have been invited and attended meetings with LCC and HE discussing their work on highway constraints and the preparation of evidence for the Local Plan.

Taking into account emerging evidence it is clear that highways capacity is a severe restriction on the amount of development that can come forward within Wyre, even with significant mitigation works. Draft estimates indicate that we would only be able to accommodate about two thirds of the OAN requirement within the Borough.

Although the evidence is not complete I wanted to raise this matter with you formally as it is clear that Wyre will not be able to meet its OAN in full and in that regard we are required to formally approach our HMA neighbours for assistance. As an authority within the same Housing Market Area (HMA), Fylde has joint responsibility with regards to delivering the needs of the HMA within the HMA.

I am therefore requesting that you consider Fylde's position, and advise Wyre whether Fylde can assist. As you are aware, in due course this will be a key matter at the examination of both of our Local Plans and it is important that robust evidence supports the Fylde position.

New distributor road to the South-East of Poulton-le-Fylde

Wyre has limited undeveloped land available on the urban peninsula (Poulton-le-Fylde to Fleetwood) which is not in the Green Belt to meet its housing requirements. One of the limited opportunities is land to the South-East of Poulton-le-Fylde which however, is effectively landlocked and would require a new road from Normoss Road (B5266) to the south of Hardhorn and linking with the new Highways England Scheme at Little Singleton. Most of this new road will be within Fylde. This site could accommodate a substantial proportion of the required housing within Wyre and without it the shortfall will be greater. This site was discussed with Julie Glaister at the Duty to Cooperate meeting last year and has been raised at subsequent Officer Duty to Cooperate meetings as the new road would need to be within Fylde. The specific route of the proposed road is not yet known and may not be finalised until later in the Plan process. Wyre would like assurance that Fylde are supportive of the scheme in principle, subject to detailed routing and design matters and would ask that this is recognised in the Fylde Local Plan.

Considering the matter more strategically for the Fylde Coast, this road could be the first stage for a new north south road on the Fylde Coast, bypassing Staining and linking with Mythop Road at Whitehills.

If you feel it would be useful to meet and discuss these matters in greater detail please can you contact Melissa Kurihara on 01253 887247 or via email to Melissa.kurihara@wyre.gov.uk to advise of your availability. You are very welcome to come to our offices in Poulton-le-Fylde for this meeting or I will be happy to meet you at your offices.

I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covers the signature area of the letter.

Garry Payne
Chief Executive Officer

