

# Chapter 9

## The Natural Environment





## 9.0 The Natural Environment

### 9.1 Introduction

9.1.1 This chapters describes the natural assets, constraints and opportunities which need to be addressed by the Neighbourhood Plan.

### 9.2 Landscape and Topography

9.2.1 The study area is set on the Irish Sea Coast within a flat, low lying (less than 8M above sea level) landscape. The key landscape character areas as described in Landscape Strategy for Lancashire Landscape Character Assessment 2004 (Lancashire CC) are Coastal Dunes, Urban and Suburban Settlement, surrounded by the South Fylde Mossland as described below.

#### *Local Landscape Character Assessment*

9.2.2 The local landscape areas and types that are within the NDP area are set out in [Table 9.1](#) below:

**Table 9.1:** Local Landscape Character Assessment

Local Character Area	Local Character Type	Description
16 Mosslands	16b South Fylde Mosses	Lytham Moss, on the eastern edges of Lytham St. Anne's is influenced by the proximity of the urban areas. Pylons running from east to west across the landscape to Blackpool dominate the horizon, with trees providing a backdrop and sense of scale in the landscape. Lytham Hall is also an important, established landscape feature as the landscaped grounds contain many trees.
19 Coastal Dunes	19a Fylde Coast Dunes	The coastal dunes occur between the sea and either farmland or urban areas. They comprise small area of a once extensive system. The dunes are located in open and exposed sites.
Urban	Industrial Age/ Suburban	No description

### 9.3 Agricultural Land Quality

9.3.1 The undeveloped Countryside along the eastern edge of the NDP Area is predominantly Grade 3, with some Grade 2 - and Grade 4 (source Magic Maps).

### 9.4 Habitats

9.4.1 Due to the developed nature of the Fylde Coast, much of the area has less natural habitat interest than elsewhere along the North West England coastline; however, areas immediately adjacent to the urban area of Lytham and St. Anne's have significant habitat value.

9.4.2 In terms of conservation interest, the main designation is the Lytham St. Anne's Dunes Site of Special Scientific Interest (SSSI) and those immediately adjacent to the study area, including the Ribble estuary Special Protection Area (SPA) and Ramsar site, and the Ribble Estuary SSSI (see [Table 9.2](#) and [Figure 9.1 overleaf](#)).

**Table 9.1:** Statutory Environmental Designations within and Adjoining St. Anne's NDP Area

Plan Ref	Statutory Designation	Name	Hectares	Description
1	SSSI	LYTHAM St. Anne's DUNES	4.89	<a href="http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011667">http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011667</a>
2	SSSI	LYTHAM St. Anne's DUNES	3.7	<a href="http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011667">http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011667</a>
3	SSSI	LYTHAM St. Anne's DUNES	16.08	<a href="http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011674">http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011674</a>
4	SSSI	RIBBLE ESTUARY	13491.36	<a href="http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011738">http://www.sssi.naturalengland.org.uk/special/sssi/unit_details.cfm?situnt_id=1011738</a>

### Local Non Statutory Designations

9.4.3 In addition to statutorily protected sites, six non-statutory sites of nature conservation interest have been identified through a partnership scheme initiated by Lancashire County Council, Lancashire Wildlife Trust and English Nature (see Table 9.3 below). These sites are set out and are termed Biological Heritage Sites and are identified in saved policies of the adopted Fylde Local Plan (Policy EP17).

**Table 9.3:** Biological Heritage Sites (Saved Policy EP17 of Adopted Fylde Local Plan) (see Figure 9.1)

Plan Ref	Name/ Location	Comment
A	Lytham Foreshore Dunes and Saltmarsh	Coastal Habitats Flowering Plants and Ferns Butterflies and Moths Mosses and Liverworts Molluscs
B	St. Anne's Old Links Golf Course and Blackpool South Railway Line	Coastal Habitats Flowering Plants and Ferns
C	Royal Lytham St. Anne's, Golf	Coastal Habitats, Flowering Plants and Ferns
D	Clifton Hospital Site	Coastal Habitats Flowering Plants and Ferns, Mosses and Liverworts, Molluscs
E	King Edward VII and Queen Mary School Playing Field Margins	Coastal Habitats
F	Lytham Moss Copses, Lytham St Anne's	Birds

9.4.4 The aims of the Biological Heritage Sites Project are firstly to compile and maintain a definitive list of non-statutory sites which make a significant contribution to the bio-diversity of Lancashire and secondly to protect and conserve these sites through the planning system and by co-operation with site owners, occupiers and managers.

#### *Local Nature Reserve*

9.4.5 The Lytham St. Anne's Dunes include the area of sand dunes at Starr Hills together with land on its seaward side. The sand dunes at Starr Hills have been designated as a Local Nature Reserve since 1968.

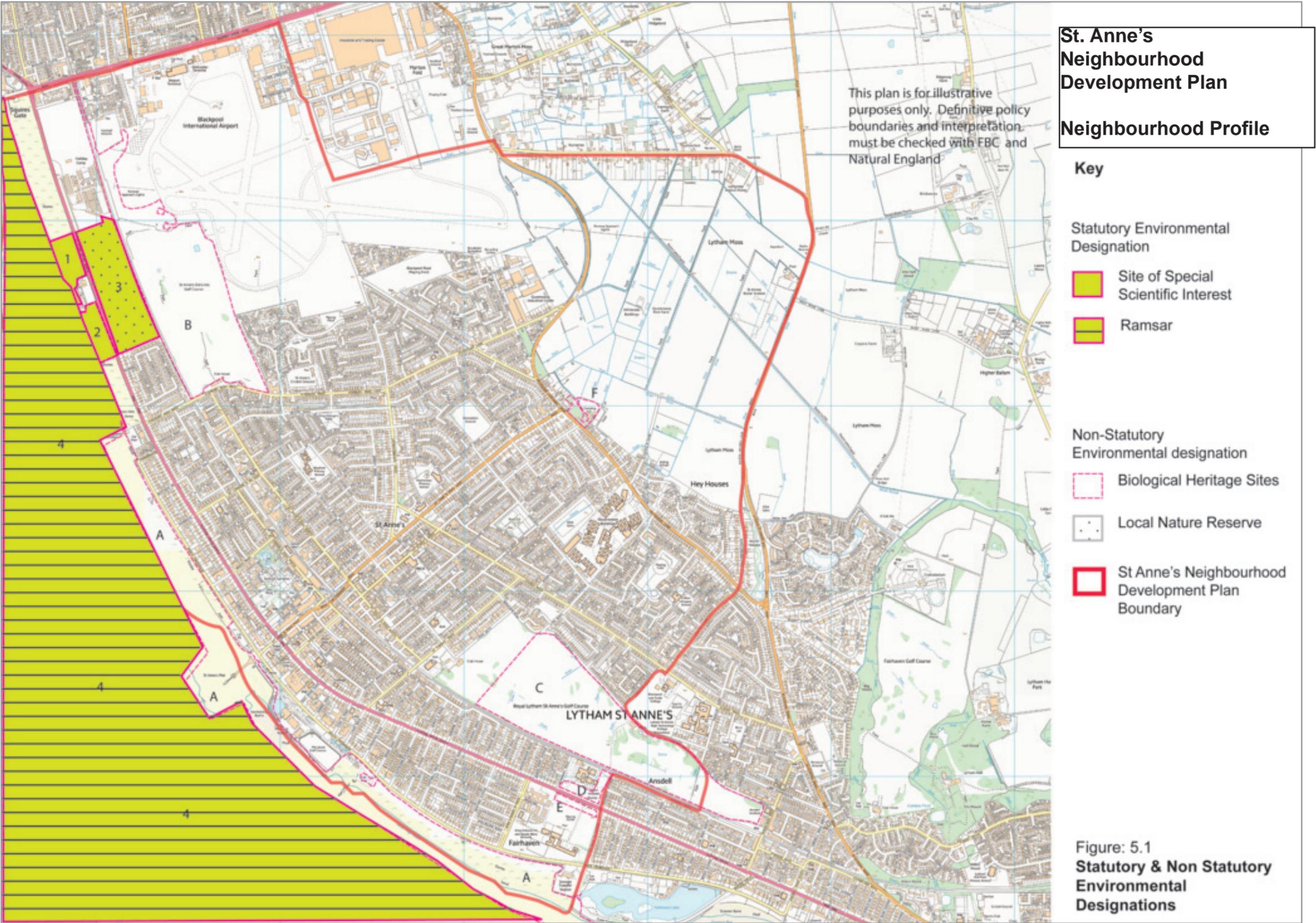
9.4.6 The sand dunes of the Fylde coast may only be a fragment of a once extensive dune system but they still provide a habitat for a wealth of wildlife. Over 280 different plant species have been recorded on the dunes from the mobile dunes on the coast to the fixed dunes of the Local Nature Reserve. This includes internationally rare plants such as the Isle of Man cabbage and the Dune Helleborine which only grow in Great Britain.

9.4.7 For further information see: [www.ribblecoastandwetlands.com/att\\_lytham\\_NNR](http://www.ribblecoastandwetlands.com/att_lytham_NNR)

#### *Lancashire Biodiversity Action Plan*

9.4.8 The UK Biodiversity Action Plan (BAP) describes the biological resources of the UK and provides detailed plans for conservation of these resources at national and devolved levels. Action plans for the most threatened species and habitats have been set out to aid recovery. Lancashire's local BAP (LBAP) sets out the action plans key species for and habitats encountered in Lancashire.

Figure 9.1: Environmental Constraints



9.4.9 **Lancashire County Council's LBAP** is developed and implemented by several organisations including Lancashire County Council and the Wildlife Trust. Identification of areas through the LBAP ensures sites receive appropriate management to deliver biodiversity objectives. The Lancashire LBAP habitats and species relevant to the study area are set out in [Table 9.4](#) below

**Table 9.4:** LBAP habitats and species relevant to the study area (BARS, 2010).

**Habitats Species**

Habitat	Species
Arable farm land	Bats (order Chiroptera)
Broad leaved and mixed woodland	Bird-eye primrose (Primula farinose)
Saltmarsh and estuarine rivers	Black-tailed godwit (Limosa limosa)
Sand dune	Great crested newt (Triturus cristatus)
Golf courses	Lapwing (Vanellus vanellus)
Rivers and streams	Skylark (Alauda arvensis) Twite (Carduelis flavirostris)

**9.5 Fylde Sand Dunes Management Action Plan**

9.5.1 **The Fylde Sand Dunes Management Action Plan (2008)** was commissioned by the Fylde Sand Dune Project Steering Group in order to evaluate the importance of the Fylde Sand Dunes and other natural coastal habitats and to suggest management proposals in order to maintain or enhance the key features. Funding for the project was provided by the Local Strategic Partnership (LSP).

9.5.2 The main areas under consideration in this document are the coastal habitats from Squire's Gate in the north (at the northern limit of the Fylde Borough boundary), continuing southwards and eastwards around the coast to the western edge of Lytham Green; most of which is owned by Fylde Borough Council or Blackpool Borough Council.

9.5.3 Brief consideration is also given to the inland, and privately owned, sand dunes of the golf courses, Clifton Hospital and the King Edward & Queen Mary School.

9.5.4 The main aims for management of the Fylde Sand Dunes are to:

- enhance the nature conservation interest of the coastal habitats;
- improve the efficiency of the dunes and saltmarsh as soft sea-defence (with associated cost savings in maintenance of hard sea-defences); and
- enhance public appreciation and enjoyment of the dunes.

9.5.5 These aims will be addressed under the more specific operational objectives listed below:

1. Enhance the nature conservation value of the sand dune and other natural coastal habitats, including the shingle bed and accreting saltmarsh.
2. Increase the area of sand dune and saltmarsh habitats where appropriate, particularly by allowing conditions for natural seaward accretion.
3. Maintain and, where appropriate, enhance sea defences, with natural accretion of sand dune and saltmarsh forming the primary defence and repairs to hard defences only undertaken where current or potential soft defence is not adequate.

4. Promote knowledge, understanding and appreciation of the ecological value of the sand dunes and other natural coastal habitats, and of their key role in coastal flood defence.
5. Enable safe recreational use of the dunes and beach where this does not significantly compromise the nature conservation or flood-defence properties of the dunes and other natural coastal habitats.

*Ten Year Action Plan*

9.5.5 A ten year action plan is set out in the document.

**9.6 Ribble Coast and Wetlands Regional Park**

9.6.1 The Lytham St. Anne's Nature Reserve forms the northern extent of the Ribble Coast and Wetlands Regional park ([see www.ribboncoastandwetlands.com/home](http://www.ribboncoastandwetlands.com/home))

**9.7 Air Quality**

9.7.1 Local authorities in the UK have statutory duties for managing local air quality under Part IV of the Environment Act 1995 (HMSO, 1995). The Act required the preparation of a national Air Quality Strategy (AQS) which set air quality standards and objectives for specified pollutants. The Act also outlined measures to be taken by local planning authorities (LPAs) in relation to meeting these standards and objectives (the Local Air Quality Management (LAQM) system). If a local authority finds any places where the objectives are not likely to be achieved, it must declare the area an Air Quality Management Area (AQMA).

9.7.2 Fylde Borough Council has not declared any AQMAs.

## 9.8 Water Bathing Beaches

9.8.1 The objective of the Bathing Waters Directive (EU Bathing Water Directive (2006/7/EC) is to protect public health and the environment from faecal pollution in areas designated as bathing waters. Designated bathing waters require regular water quality monitoring, carried out by the Environment Agency, throughout the bathing season (15th May to 30th September) to ascertain whether they meet mandatory or guideline standards. Guideline standards are 20 times stricter than the mandatory standard. Meeting the guideline standard is one of the main criteria for the award of European blue flag status.

9.8.2 In September 2013 the bathing water quality for St. Anne's and St. Anne's North was "Minimum", "Minimum" means that at least 95% of the samples meet the mandatory standards of the cBWD Directive (76/0160/EEC). ([see http://environment.data.gov.uk/bwq/explorer/info.html?\\_search=](http://environment.data.gov.uk/bwq/explorer/info.html?_search=))

## 9.9 The Fylde Coast Masterplan-Draft

9.9.1 **The Draft Fylde Coast Masterplan** was published for consultation by Fylde BC in March 2014. The document includes a number of key themes which are relevant to this Chapter.

**Key Theme: Nature Conservation, Habitat Improvement and Landscape Enhancement is a key theme of the masterplan which states:**

### *The Issue*

The 18k (12 mile) stretch of the Fylde Coastline contains some of the most important landscape types and unique habitats within the Borough incorporating beach, foreshore, dune lands and the northern fringes of the Ribble Estuary which require protection and sensitive management.

The main issues affecting the beach, foreshore, dune lands and Ribble Estuary Include:

- Loss of Dune habitat.
- 24 hectares of dune habitat in an unfavourable condition.
- Rising sea levels erosion and flood risk.
- Sand extraction.
- Saltmarsh accretion stopped dredging of the channel.

### *Beach*

The wide sandy beaches of the Lytham St. Anne's Coast absorb much of the wave energy before it reaches the dunes or sea walls. The beaches are part of a dynamic coastal system that extends out to the sub-tidal zone and inland to the dunes and saltmarshes.

The beaches are a marine habitat rich in the invertebrate food which supports bird populations in internationally important numbers. They are important in the context of Shoreline Management Planning

The beaches are a major asset to local tourism, and enjoy a busy summer season, helping to support local businesses and seasonal employment; these beaches are also a place of solitude away from areas of population. People enjoy walking on the beaches all year round.

The beach and foreshore need to satisfy many requirements ranging from numerous leisure activities to local industries such as fishing and shell fish harvesting.

In general terms estuaries and coasts, with their unique features, provide great diversity of opportunities for recreation and tourism. Commercial organisations, recreational groups and individuals all use the coast for enjoyment through a wide variety of activities. Activities can range from traditional recreational pastimes such as enjoying the views, sightseeing and beach games to more active ones such as kite surfing and sand karting. A beach management plan is currently being developed to manage the activities. The needs of the various beach users require balancing with the sensitive management of the natural environment.

Historically sand has been extracted from Salters Bank on St. Anne's beach. This operation is currently under review.

### *Foreshore*

Areas of the foreshore are designated by English Nature as Sites of Specific Scientific Interest (SSSI). This brings considerable responsibility to manage the beach and foreshore in an ecologically sound and sustainable manner.

## *Dune Lands*

An important element of the coast is the sand dunes, which is an important habitat for a variety of specialist plants and animals. They also form part of the flood defence system and provide a tourism and recreational resource.

The North West England and North Wales Shoreline Management Plan 2 (2011) provides a large-scale assessment of the risks associated with erosion and flooding at the coast. It also presents policies to help manage these risks. The Plan gives a short term policy of Managed Realignment of the dune system with a policy of Hold the Line in the medium and long term. Managed Realignment of the dune system in the short term was chosen to allow for the management of the dunes as a natural defence system and important habitat. Through management the dune system is expected to accrete and improve the dune habitat.

The Blackpool and Fylde Coast Protection Strategy (Consultation Draft 2011) gives a primary approach to management of the upper foreshore and dune management to maintain the defence and amenity value of the area

Alongside the Blackpool and Fylde Coast Protection Strategy, a detailed Fylde Sand Dunes Management Action Plan (2008) has been adopted and continues to be delivered.

The dunes are home to a wide variety of specialist plants and animals which are perfectly adapted to life in sand. Marram grass is known for its long roots and dune stabilisation properties and there are rare plants such as the Isle of Man Cabbage and Dune Helleborine, as well as a variety of

scarce orchids. In the summer butterflies, moths and bees collect nectar from the wildflowers that flourish on the dunes. The dunes are not only important for wildlife, they are also important for the local community.

The dunes are nature's defence from the sea, providing protection from high tides and storm surges, which are predicted to increase with climate change. They also provide an important recreational resource for picnics, dog walking and horse riding.

Sand dunes are complex and dynamic systems which must be managed to ensure the health of the system. Dunes are vulnerable to increased disturbance and invasive plant species, as well as weather and sea conditions.

An important part of the network of sand dunes on the Fylde Coast is the Starr Hills Local Nature Reserve (LNR) at St Anne's. This is the only LNR in the Borough and forms part of the Lytham St. Anne's Dunes Site of Special Scientific Interest (SSSI).

The site is situated off Clifton Drive and contains a nature reserve building which is used by volunteers and the sand dunes officer. (See above)

## *Landscape*

The Fylde Coast is recognised by its gentle undulating landscapes which contrasts dramatically with the high level fells of the Forest of Bowland and the Pennines to the East. The landscape provides a range of functions and services which are important to people and wildlife. However, the landscape is constantly evolving through natural and man-made interventions. It is important that such

change is managed in a way that maintains and enhances the landscape's unique and special qualities.

## *Proposed Key Actions*

- Implement the sand dunes management action plan.
- Develop and implement beach management plan.
- Review the benefits of sand extraction

## *Key Theme : Water Quality*

### *The Issue*

The Fylde Coast is home to one of the Country's most visited coastlines with the stunning beaches of Lytham St Anne's. On a number of occasions the beaches have failed to achieve the minimum European bathing water standards. Two of the main reasons for unsatisfactory bathing water is that the existing sewer and drainage systems often struggle to cope with the amount of water and waste water after heavy rainfall and the impact of diffused pollution from farming.

### *Bathing Water Directive*

The revised Bathing Water Directive (2006/7/EC) came into force on 24th March 2006 and replaces the current Bathing Water Directive (76/1160/EEC). The overall objective of the revised Directive is the protection of public health whilst bathing, but it also offers an opportunity to improve management practices at bathing waters and to standardize the information provided to bathers across Europe. The Directive introduces a new classification system with more stringent water quality standards and puts emphasis on providing information to the public.

The first report on water quality under the revised directive will be in 2015, other parts of the directive must be implemented earlier and some are already in place.

The Environment Agency are responsible for implementation of the bathing waters directives, monitoring and reporting on water quality and insuring action is taken to meet the appropriate standards for the directives throughout the UK. They also regulate discharges to the aquatic environment.

Bathing water operators and bathing water controllers are responsible for the management of beach facilities' and the publication of information to the public.

### *Fylde Peninsula Water Management Group (FPWVG)*

In 2011 the Coastal Authorities of Blackpool, Fylde, Wyre and Lancashire County Council, the Environment Agency, United Utilities and Keep Britain Tidy formed a partnership called the Fylde Coast Peninsula Water Management Group.

The partnership aims to:

- Improve Coastal Protection
- Improve the quality of bathing water and beaches.
- Reduce the risk of surface water flooding.
- The group has developed a 10 point action plan to improve bathing waters across the Fylde Peninsula.

### *Fylde Bathing Waters*

Fylde Borough Council operates two controlled bathing waters one at St. Anne's Pier and the other is St. Anne's North opposite the Thursby Nursing Home and are responsible for the provision of public information about the bathing waters being displayed in an easily acceptable place in the vicinity of the bathing waters. This includes the provision of public information to prevent exposure to pollution during short term incidents and advise against bathing where the bathing water does not meet the sufficient standard.

In 2013 Fylde suffered heavy rainfall on a number of days and wet weather is a key factor influencing bathing water quality. The more rain the more pollution is washed from land into the River Ribble catchment and onto the designated bathing waters. This was the main cause of the bathing waters failing the mandatory standard of the current bathing water Directive (cbwD).

The main sources of pollution causing the bathing waters to not meet the mandatory standards include:

- Rain water which contains bacteria running off farmland.
- Storm discharges from waste water treatment due to increased flow from rainfall.
- Water draining from populated area's which contains pollution from a variety of sources, including bird and other animal faeces can affect bathing water as they often contain high levels of bacteria (much higher than human waste).
- Domestic sewage –wrongly connected drains and leaking septic tanks can pollute surface water systems.

Pollution from all these sources increases with increasing rainfall.

On the Fylde we are working closely with other local authorities, farmers, land managers and water companies. Through this partnership approach we are improving bathing water quality, taking a catchment wide approach to tackle sources of diffuse pollution and monitoring the impact of wet weather and storm events on pollution.

### *Proposed Key Actions*

- Implement the new bathing water directive.
- Support the Implementation of the Fylde Coast Water Peninsula Management 10 point action plan.
- Develop and Implement the beach management plan for the Fylde Coastline.

## **9.10 Green Infrastructure**

9.10.1 The NPPF describes Green infrastructure as A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

### *Lancashire Green Infrastructure Strategy*

9.10.2 The Lancashire Economic Partnership is working with a range of partners in Lancashire and the North West to develop a Green Infrastructure (GI) Framework to fully develop the potential of this key Lancashire asset.

9.10.2 The Strategy is based upon a clear understanding of GI and its potential to contribute to social and economic regeneration whilst simultaneously creating an improved natural environment in urban and rural settings

based upon investment in the creation and maintenance of high quality, networked, multifunctional green spaces and green assets (ECOTEC, 2007).

### *The Fylde Green Infrastructure Strategy 2011*

9.10.3 This document sets out a Green Infrastructure Strategy for the District and identifies four key tenets of Green Infrastructure in particular that present significant opportunities that could benefit Fylde (and St .Anne's):

- Habitat expansion;
- Linking of green space;
- Enhancing accessibility to and amenity of green space; and
- Climate change mitigation.

9.10.4 The document identified the potential opportunities in terms of existing environmental and social assets described elsewhere in this document for establishing an Integrated Green infrastructure Network in Fylde and within St. Anne's as follows:

### *Recreation, Health, Travel & The Economy Opportunities:*

- Ensure agri-environmental practices and greenspace management in parks, football pitches and golf courses only use natural/organic fertilisers and pesticides – as nitrogen leaching and pesticides can have a wider negative impact on biodiversity. Establish a protocol agreement to do this? Lead with an argument of being a step ahead of future regulatory practices.

- Make cycle routes more attractive by providing green cover to shelter cyclists from prevailing winds and simultaneously establish new wildlife corridors.
- Any investment to improve north/ south road linkages must incorporate GI thinking in route selection and implementation so as to minimise its impact on existing GI assets (e.g. habitat) and provide multifunctional spaces with planting and landscaping which can act as enhanced replacement habitat and provide Sustainable Drainage.
- Investigate increasing recreational trails and accessible greenspace so as to encourage people to live healthier, more active lifestyles and provide space for outdoor natural play for children and families.

### *Culture, Tourism & Heritage*

- Ashton Gardens and Promenade Gardens in St. Anne's are important high quality heritage assets that should be promoted and used as platforms for greening the surrounding environment. They also represent an opportunity to expand the diversity of flora, e.g. through historically accurate gardens and trialling future/alternative plant species akin to a botanical garden.
- Programme of Park improvements and expansion should ensure a holistic approach to GI is incorporated into the masterplanning process.
- Ongoing projects to promote and enhance Lytham St. Anne's as a vibrant yet traditional Victorian resort and the Ribble Estuary Park as a major wildlife site attraction provide vital opportunities to secure funding to expand and reinforce GI.

- Green routes and key tourist destinations alongside urban gateways to visually enhance their aesthetic appearance, add vitality and create a lasting impression, as has been successfully implemented in the Lytham St. Anne's public realm works.

### *Biodiversity & Landscape*

- Strategic gaps in GI provision e.g. between Lytham and Clifton along the A584 should be addressed.
- Potential to accommodate and sustain woodland planting is greatest within the Fylde Coastal Plain. Historic areas of semi-natural ancient deciduous woodlands should be the priority for habitat conservation management and extension. Broad hedgerow restoration and woodland planting projects should be concentrated adjacent to existing ancient woodland, creating corridors of woodland habitat that link to adjacent hedgerows, copses and woodlands.

### *Climate Change & Food Scarcity*

Flood risk is an issue, including areas of risk along the Rivers Ribble and Wyre and areas of mossland to the north east of Lytham. Protection, preservation and, where necessary, restoration of sand dunes as natural coastal flooding defence/attenuation.

Promote better, and expand, local food initiatives. Explore converting unused land in the urban footprint to allotments where development has stalled/ or permission is extant.

**Figure 9.2:**

**Fylde Green Infrastructure Strategy-Priority Action Area 1: Clifton Drive**

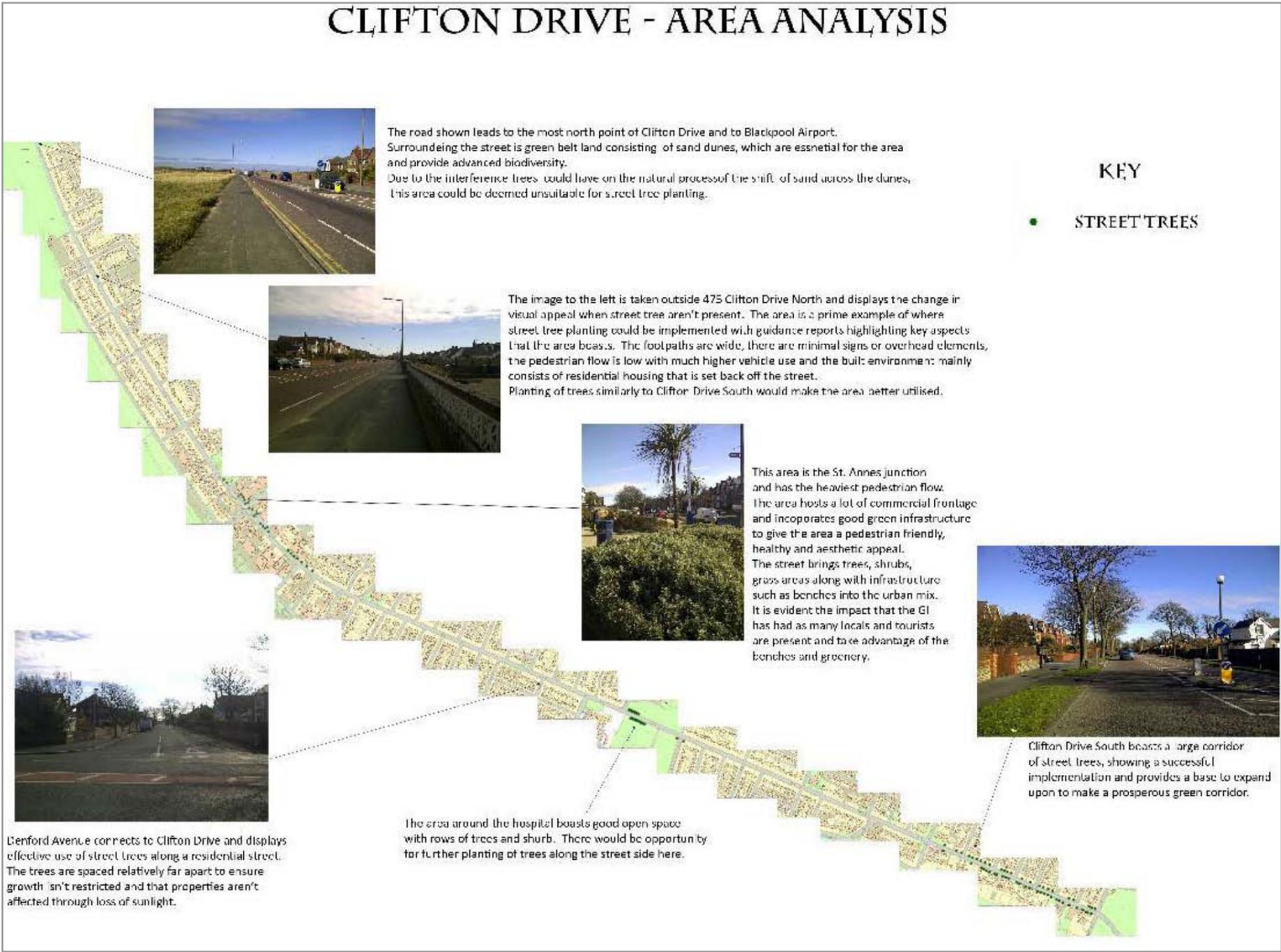
Examine existing tree and vegetation cover in key public spaces (e.g. high street) and built-up areas (focusing on areas of highest density first) to assess whether there is sufficient natural shade already available that can counter urban heat vulnerability.

The strategy sets out a number of priority areas including Priority Action Area 1: Clifton Drive between Lytham and Squires Gate (see Figure 9.2)

The strategy sets out three options for this Priority Action Area, do nothing, promotion of private interventions, and the recommended option of a publically led Green Corridor along this key route.

Investment of GI in this area is perfectly justifiable based on its prominence and connectivity of the major A-road. Distributing street tree plantation evenly along the road on both sides would be the key objective of the proposal but further additions of street furniture such as planter boxes could compliment the project.

The creation of a green corridor can provide an area with many benefits that have been discussed throughout the project analysis and give a strong notable impression on all that access it. An example of strong green corridors that have yielded internationally recognised results is the La Rambla in Barcelona. The corridor that could be created along Clifton Drive will evidently never measure up to such a prolific project but similar benefits such as increased tourism and a strong sense of place can be achieved.



If Clifton Drive can identify itself further as a 'Garden Town by the Sea' as suggested in St. Anne's on the Sea Regeneration Programme by incorporating existing GI with the corridor of trees it could prove an attractive sea-side resort and attract private investors into the area.

Improvements could also spread into adjoining streets.

## 9.11 Planning Policy Context - the Natural Environment

### *What the NPPF says*

9.11.1 **Paragraph 73** advises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

9.11.2 **Paragraph 74** says that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

9.11.3 **Paragraph 75** says that planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

9.11.4 **Paragraph 76** says that local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

9.11.5 **Paragraph 77** advises that Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

- where the green area concerned is local in character and is not an extensive tract of land.

9.11.6 **Paragraph 78** says that local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.

9.11.7 **Paragraph 109** says that the planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

9.11.8 **Paragraph 110** advises that in preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.

- 9.11.9 **Paragraph 111** advise that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land.
- 9.11.10 **Paragraph 112** says that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
- 9.11.11 **Paragraph 113** says that local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.
- 9.11.12 **Paragraph 114** says that local planning authorities should:
- set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure; and
- maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as Heritage Coast, and improve public access to and enjoyment of the coast.
- 9.11.13 **Paragraph 115** says that great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty.
- 9.11.14 **Paragraph 116** says that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest.
- 9.11.15 **Paragraph 117** says that to minimise impacts on biodiversity and geodiversity, planning policies should:
- plan for biodiversity at a landscape-scale across local authority boundaries;
  - identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation;
  - promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan;
  - aim to prevent harm to geological conservation interests; and
- where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.
- 9.11.16 **Paragraph 118** sets out the principles for conserving and enhancing biodiversity when determining planning applications.
- 9.11.17 **Paragraph 119** says that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.
- 9.11.18 **Paragraph 120** says that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 9.11.19 **Paragraph 121** says that planning policies and decisions should also ensure that:
- the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;

- after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
  - adequate site investigation information, prepared by a competent person, is presented.
- 9.11.20 **Paragraph 122** explains the different roles of planning (land use) controls and other pollution control regimes.
- 9.11.21 **Paragraph 123** says that planning policies and decisions should aim to:
- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
  - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
  - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
  - identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.
- 9.11.22 **Paragraph 124** says that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- 9.11.23 **Paragraph 125** says that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 9.11.24 **Paragraph 165** says that planning policies and decisions should be based on up-to-date information about the natural environment and other characteristics of the area including drawing, for example, from River Basin Management Plans. Working with Local Nature Partnerships where appropriate, this should include an assessment of existing and potential components of ecological networks. A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.
- 9.11.25 **Paragraph 166** says that Local Plans may require a variety of other environmental assessments, including under the Habitats Regulations where there is a likely significant effect on a European wildlife site (which may not necessarily be within the same local authority area), Strategic Flood Risk Assessment and assessments of the physical constraints on land use. Wherever possible, assessments should share the same evidence base and be conducted over similar time scales, but local authorities should take care to ensure that the purposes and statutory requirements of different assessment processes are respected.
- 9.11.26 **Paragraph 167** says that assessments should be proportionate, and should not repeat policy assessment that has already been undertaken. Wherever possible the local planning authority should consider how the preparation of any assessment will contribute to the plan's evidence base. The process should be started early in the plan-making process and key stakeholders should be consulted in identifying the issues that the assessment must cover.
- 9.11.27 **Paragraph 168** says that Shoreline Management Plans should inform the evidence base for planning in coastal areas. The prediction of future impacts should include the longer term nature and inherent uncertainty of coastal processes (including coastal landslip), and take account of climate change.
- Fylde Local Plan**
- 9.11.28 Local Plan policy seeks to achieve in Fylde Borough the necessary balance between the need for development and the protection and enhancement of the environment. The Borough Council takes the view that the aim should be to achieve high environmental standards in all built-up areas irrespective of their planning status.
- 9.11.29 **Policy EP1** says that within the urban areas, environmental conditions will be maintained and improved through the development control process. Environmental improvement schemes will be undertaken in the locations including:
- St. Anne's town centre
  - Designated conservation areas;
  - Council owned parks and gardens;
  - Other environmentally important areas.

- 9.11.30 **Policy EP2** seeks to protect open spaces, defined on the proposals map, which are considered to be essential to the setting, character or visual amenities of towns and villages.
- 9.11.31 **Policy EP10** seeks to protect the distinct character and important habitats of Fylde borough both in terms of its coastal and inland elements. In particular, priority will be given to the protection of important landscape and habitat features, including sand dunes, mud flats, marine marshes, beaches, broad leaved woodland, scrub meadows, hedgerows, wetlands, ponds and watercourses.
- 9.11.32 Appropriate management of these features will be encouraged generally and particularly by the imposition of planning conditions, by the use of planning agreements and by entering into management agreements with landowners and developers where appropriate.
- 9.11.33 **Policy EP11** says that new development in rural areas should be sited in keeping with the distinct landscape character types identified in the landscape strategy for Lancashire and the characteristic landscape features defined in Policy EP10. Development must be of a high standard of design. Matters of scale, features and building materials should reflect the local vernacular style.
- 9.11.34 **Policy EP12** seeks to protect trees, woodlands and hedgerows which individually or in groups make a significant contribution to townscape or landscape character, quality and visual amenity.
- 9.11.35 **Policy EP13** says that the council will continue through appropriate schemes to plant young trees and maintain them where these will improve townscape, villages and the rural environment. It will encourage the planting of young trees and hedgerows in accordance with overall planting and management schemes, in locations where it is considered that their future can be reasonably assured. In rural areas the council will require the planting of native and other trees characteristic of the local countryside in preference to those of a more decorative or exotic nature.
- 9.11.36 **Policy EP14** seeks to ensure that development schemes make suitable provision for landscape planting.
- 9.11.37 **Policies EP15 - 17** seek to protect important European protected nature conservation sites, Sites of Special Scientific Interest, biological heritage sites and geological heritage sites.
- 9.11.38 **Policy EP18** says that existing natural features should be retained where possible, within development schemes and where appropriate, additional features should be created as part of the development scheme.
- 9.11.39 **Policy EP19** seeks to protect species specifically protected under schedules 1, 5 or 8 of the wildlife and countryside act 1981, (as amended) and their habitats..
- 9.11.40 **Policy EP20** says that development in the remaining stretches of open coastline including the estuaries will not be permitted except where development is essentially required for the following purposes and a location inland or within the developed coast is not possible:
1. Fisheries
  2. Sea defence and coastal protection
  3. Navigation purposes
  4. Informal recreation and amenity proposals
  5. Renewable energy projects
- 9.11.41 Development proposals for off-shore or shoreline mineral extraction will be considered having regard to the policies of the Lancashire waste and minerals local plan.
- 9.11.42 **Policy EP21** says that in considering development proposals, particular regard will be given to the archaeological significance of the area. Proposals affecting the site or setting of remains of national importance will not be permitted. In relation to proposals affecting remains of local importance, consideration will be given to the merits of the case taking into account the importance of the remains and the need for the proposed development.
- 9.11.43 **Policy EP22** says that development will not be permitted which would involve the permanent loss of the best and most versatile agricultural land (grades 1, 2 and 3a) where it could reasonably take place on previously developed sites, on land within the boundaries of existing developed areas or on poorer quality agricultural land.
- 9.11.44 **Policy EP23** says that development will not be permitted which would adversely affect the quality of coastal waters, rivers, canals, lakes, ponds and other bodies of water. Development which would be likely to give rise to pollution of inland surface water or coastal waters will not be permitted.

- 9.11.45 **Policy EP24** seeks to protect the quality of ground water and the ability to utilise existing or potential resources within the borough.
- 9.11.46 **Policy EP25** seeks to secure adequate foul sewers and sewage treatment facilities in new development. Development which would overload available facilities where pollution of homes, other property or watercourses would result, or which would exacerbate existing problems of pollution and flooding will not be permitted.
- 9.11.47 **Policy EP26** says that development will not be permitted which is likely to give rise to unacceptable levels of air pollution where this would prejudice other adjacent or nearby communities or land uses. Where polluting or potentially polluting industrial or waste disposal operations already exist, new residential, or other sensitive developments will not be permitted in nearby locations where there is a risk of the development being subjected to air pollution.
- 9.11.48 **Policy EP27** says that development which would unnecessarily and unacceptably result in harm by way of noise pollution will not be permitted.
- 9.11.49 **Policy EP28** says that proposals should avoid or minimise harm relating to loss of local character, loss of amenity or reduction in highway safety from light pollution.
- 9.11.50 **Policy EP29** says that development on land known or suspected of being contaminated will only be permitted providing the following criteria are met:
1. The proposed development is an acceptable land-use in principle;

2. The applicant can demonstrate the degree of contamination, if any, and where appropriate can identify acceptable measures to remove or treat the source/s of contamination commensurate with the proposed use;
3. The treated land and the measures necessary to achieve it do not produce any unacceptable risks to human health or the wider environment, including the contamination of surface water, ground water or sewers.

### The Emerging Local Plan

- 9.11.51 The Fylde Local Plan to 2030 Part 1- Preferred Options paper sets out the following policies relating to the Natural Environment

Strategic Objective 2 is:

Objective 2: To improve the environment by:

1. Protecting, enhancing and restoring the quality, character and distinctiveness of the biodiversity and landscape of Fylde Borough.
2. Expanding biodiversity resources, including improving habitat connectivity, particularly away from the coastal edge.
3. Promoting green infrastructure throughout the urban and rural areas.
4. Improving access to the natural environment.
5. Protecting and enhancing the built and historic environment and requiring new development to meet the highest quality urban design.
6. Minimising the risk of flooding, both tidal and fluvial, to existing and new development and improving bathing water quality.

7. Protecting the best and most versatile agricultural land and increasing UK food security.
8. Protecting existing areas of Green Belt. It is not intended that there will be a strategic review of the Green Belt within Fylde during the plan period.
9. Promoting sustainable renewable and low carbon energy, in order to reduce carbon emissions.
10. Supporting the Regional Park Plan for the Ribble Coast and Wetlands.
11. Ensuring that infrastructure is available to enable new development, whilst protecting and enhancing the natural and built environment.
12. Retaining the identity, character and setting of the rural villages.

- 9.11.52 **Policy ENV1** - says in relation to Landscape and Biodiversity that development will have regard to its landscape and biodiversity context and the landscape type in which it is situated. It says in relation to Areas of Open Coastline, that the open and coastal character of the Areas of Open Coastline, will be protected. Development in the Areas of Open Coastline and the Coastal Parkway, as defined in the Coastal Parkway Masterplan, will only be permitted in specified circumstances.

- 9.11.53 **Policy ENV2 - Protecting Existing Open Space and Green Infrastructure** says that The existing open space and green infrastructure network in Fylde will be protected, unless development is permitted as part of the Local Plan, the landscape, biodiversity and water management requirements of the Local Plan are met and the requirements set out in this policy are met.

9.11.54 **Policy ENV3 - Provision of Open Space and Green Infrastructure Amenity Open Space** says that within new housing developments comprising ten or more dwellings (excluding flats and residential caravan parks) the provision of amenity open space with facilities for children’s play, where appropriate, will be required in line with minimum standards set out in the policy.

9.11.55 It says that Financial contributions will be sought through the Community Infrastructure Levy to assist schemes for other open space and green infrastructure where there is an identified need, including the provision of

allotments, trees and woodland. Opportunities to link green infrastructure resources to create a multi-functional green infrastructure network will be maximised. Financial contributions will be sought through the Community Infrastructure Levy to assist such schemes.

9.11.56 The provision of a new country park in the grounds of Lytham Hall, or an alternative location that meets Fylde’s deficit in park and garden provision, will be supported and contributions will be sought through the Community Infrastructure Levy.

9.11.57 **Policy ENV4 - Management and Enhancement of Open Space and Green Infrastructure** says that financial contributions will be sought through the Community Infrastructure Levy for the management and enhancement of open space and green infrastructure, including the Ribble Coast and Wetlands and the Coastal Parkway. This includes enhancing the functionality, quality, connectivity and accessibility of open space and green infrastructure. Developer contributions will also be sought for other schemes that will result in the enhancement of the functionality, quality, connectivity and accessibility of open space and green infrastructure in Fylde.

**9.12 Key Issues**

Ref	Key Issues	Comments / Possible Options
1	Protecting and Enhancing Environmental Assets	
1.1	There are a number of important statutory and non-statutory environmental designations located within, and adjoining the town. The beach, sand dunes, and inland assets (golf courses) are also important recreation resources. How should the NDP respond to these compared to the existing saved policies of the Local Plan, the emerging Local Plan, and various existing Strategies and Action plans?  How can the potential economic and recreational benefits of these assets be maximized?	<ul style="list-style-type: none"> <li>• Consider Specific policies</li> </ul>
1.2	Can any additional green spaces be Identified that need protection through the NDP?	<ul style="list-style-type: none"> <li>• Identify sites</li> <li>• Policy to ensure adequate protection</li> </ul>
1.3	Is habitat protection at the right level? Should it be enhanced?	<ul style="list-style-type: none"> <li>• Consider specific policies</li> </ul>
2	<b>The Beach and Dunes</b>	
2.1	How should the Beach and Dunes environmental assets be managed, protected, but utilised as an important recreational resource?  The 2008 FBC Open Space study recommends that the beach be developed and managed as a Country Park-Can/ should the NDP promote this  How can the sand dunes management action plan be implemented?	<ul style="list-style-type: none"> <li>• Potential designation of Beach and Dunes as a Country Park?</li> <li>• Include proposal for the implementation of the the sand dunes management action plan in the Implementation Plan</li> </ul>

2.2	Review the benefits of sand extraction	<ul style="list-style-type: none"> <li>• Consider specific policies</li> </ul>
2.3	Improve bathing water quality	<ul style="list-style-type: none"> <li>• Consider specific policies</li> </ul>
3.0	Green Infrastructure	
3.1	Drawing on the Fylde Green Infrastructure Strategy and the evidence from various sections for this Neighborhood Profile there is clearly an opportunity for the Neighborhood Plan to develop its own Plan or strategy?	<ul style="list-style-type: none"> <li>• Policy to develop local green infrastructure network, linking recreational areas</li> </ul>
3.2	Ensure environmental practices and greenspace management in parks, football pitches and golf Establish a protocol agreement to do this?	<ul style="list-style-type: none"> <li>• Include proposal in the Implementation Plan</li> </ul>
3.3	Make cycle routes more attractive by providing green cover to shelter cyclists from prevailing winds and simultaneously establish new wildlife corridors.	<ul style="list-style-type: none"> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>
3.4	Ensure that any investment to improve north/south road linkages contributes to and improve Green infrastructure. Which routes should be improved?	<ul style="list-style-type: none"> <li>• Identify routes</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>
3.5	Make greenspace more accessible e.g. improved network of recreational trails and space for outdoor natural play for children and families. Where are trails needed? Can a comprehensive safe off/ on street network be identified? How much outdoor play space is needed, and where?	<ul style="list-style-type: none"> <li>• Identify requirement</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>
3.6	Improvements to existing parks, including Ashton Gardens and Promenade Gardens which are important high quality heritage assets Which parks are a priority for improvement?	<ul style="list-style-type: none"> <li>• Identify requirement</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>
3.7	Improve environmental value of the spaces around and connecting areas of Green Infrastructure Which areas need improvement?	<ul style="list-style-type: none"> <li>• Identify requirement</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>
3.8	Enhance 'green routes' and key tourist destinations alongside urban gateways Which routes and destinations need enhancement?	<ul style="list-style-type: none"> <li>• Identify requirement</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>

3.9	Ensure that ongoing projects to promote and enhance St Annes make the most of opportunities to secure funding to expand and reinforce Green Infrastructure.	<ul style="list-style-type: none"> <li>• Include proposal in the Implementation Plan</li> </ul>
3.10	Provide new Green Infrastructure <ul style="list-style-type: none"> <li>• What is needed?</li> </ul>	<ul style="list-style-type: none"> <li>• Identify requirement</li> <li>• Consider specific policies relating to facilitating through new development and public realm improvements</li> <li>• Include proposal in the Implementation Plan</li> </ul>

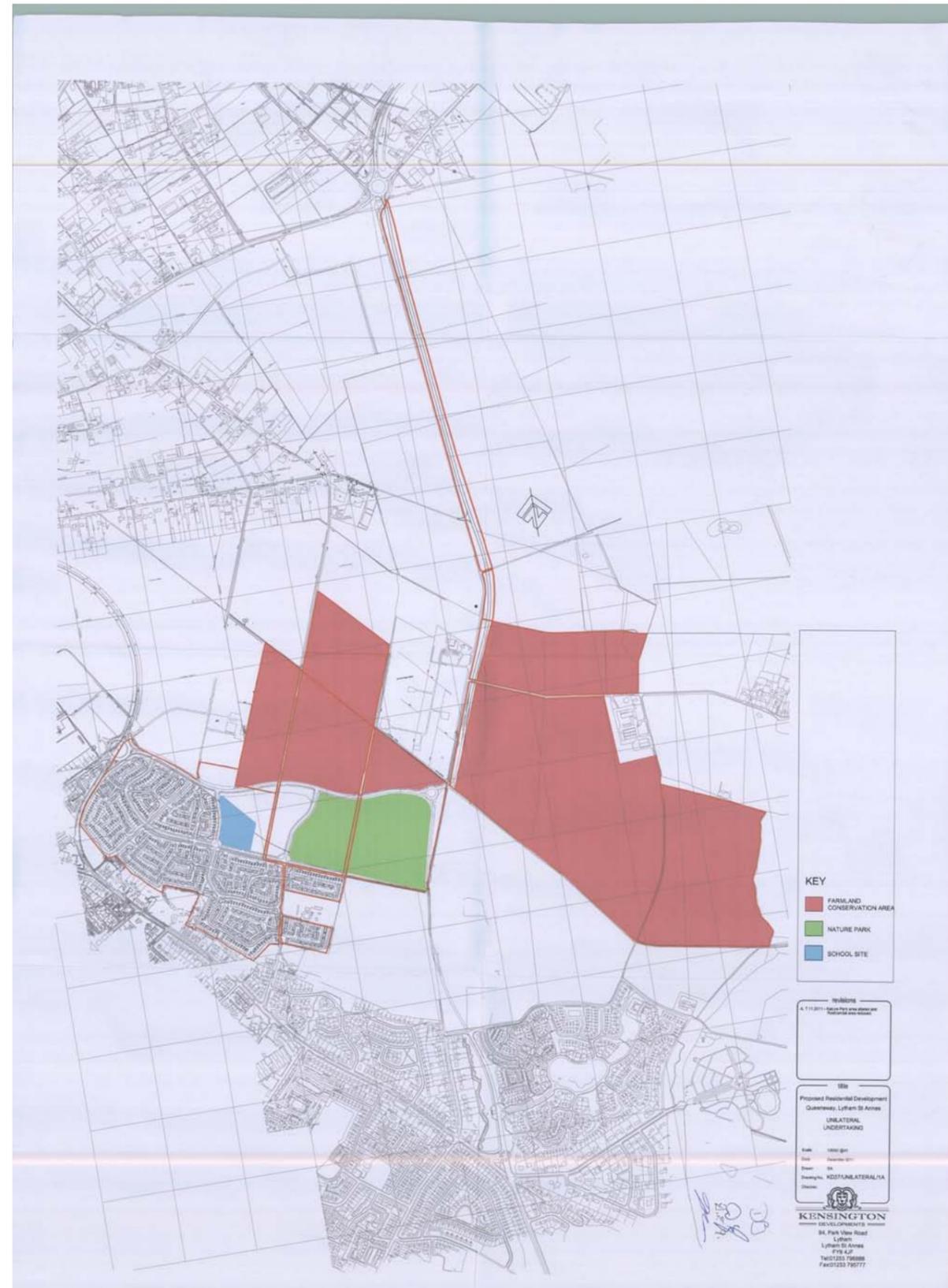
#### REFERENCES & DOCUMENTS REVIEWED

1. Landscape Strategy for Lancashire-Landscape Character Assessment 2004 (Lancashire CC)
2. Lancashire Biodiversity Action Plan-Lancashire Biodiversity Partnership
3. The Fylde Sand Dunes Management Action Plan -2008
4. Draft Fylde Coastal Masterplan - Fylde BC -March 2014
5. Lancashire Green Infrastructure Strategy-2007
6. The Fylde Green Infrastructure Strategy-2011
7. The National Planning Policy Framework –DCLG-2012
8. Fylde Borough Local Plan-May 2003
9. Fylde Borough Local Plan Alterations Review-October2005
10. Fylde Local Plan to 2030: Part 1 - Preferred Options-July 2013
11. National Planning Practice Guidance-DCLG-2014

**Addendum: Feb 2015**

**Queensway Development**

- AD1.1 In September 2014 Kensington Developments submitted a Habitat Creation Plan and Farmland Conservation Area Management Plan in accordance with Condition 6 of the Outline Planning Permission (Ref 5/2008/0058) and Condition 27 of the M55 Link Road Planning Permission).
  
- AD1.2 These document sets out details for the creation and management of habitats related to a proposed Nature Park and Farm Conservation Area (see Figure AD1.1)



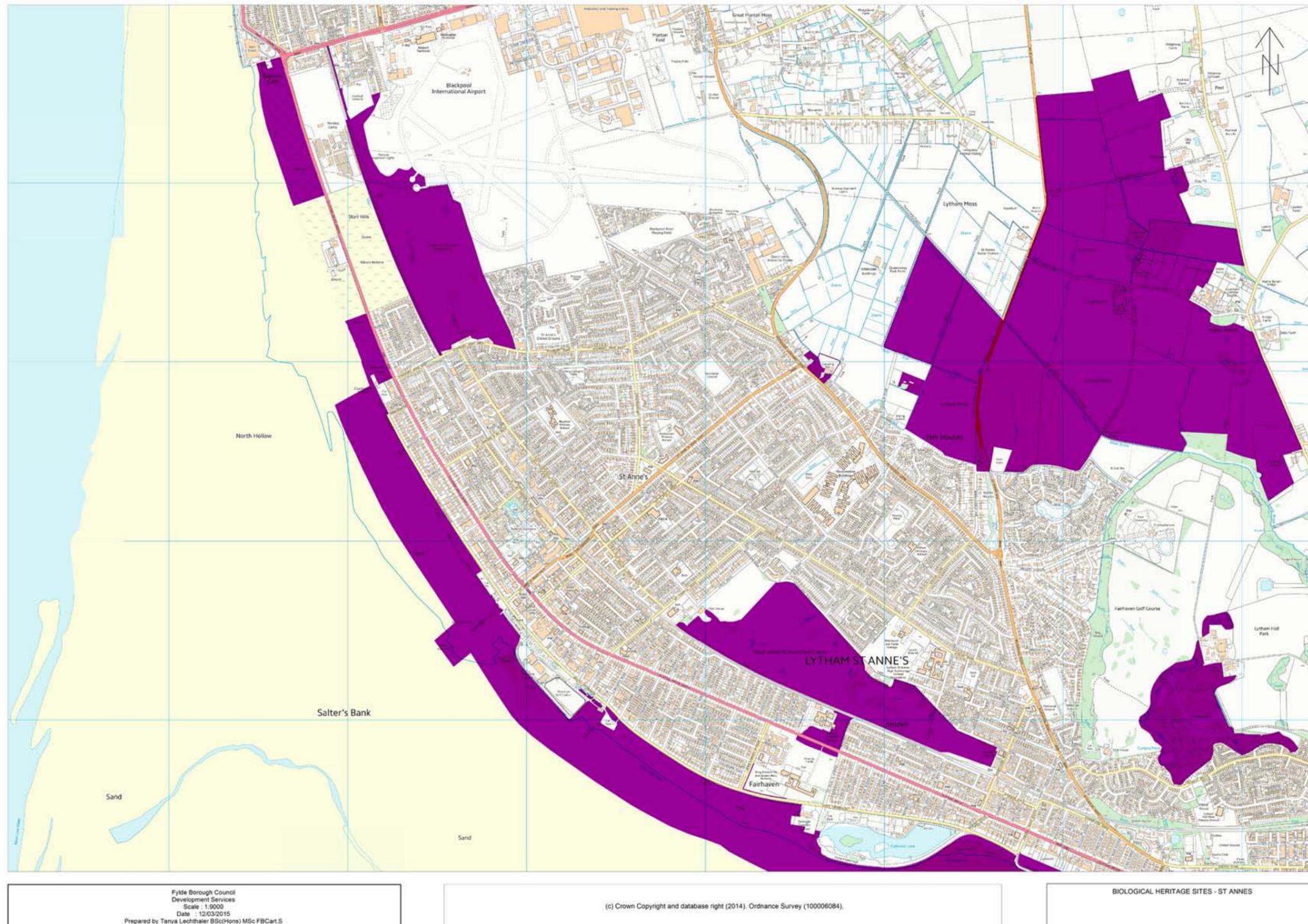
**Figure AD1.1:**  
Lytham Moss Farm Conservation Area and Nature Park

Addendum: March 2015

## Biological Heritage Sites

AD2.1 The latest boundaries of BHS sites within and adjoining the NDP boundart were published in Spring 2015 (see Figure AD2.1)

**Figure AD2.1:**  
Biological Heritage Sites : 2015



# Chapter 10

## Climate Change





# 10.0 Climate Change

## 10.1 Introduction

10.1.1 This Chapter provides the current background and context to addressing Climate Change, and in particular flood risk and renewable energy.

## 10.2 Understanding Local Flood Risk

10.2.1 The Environment Agency produce Flood Risk Maps which are updated quarterly . The definitions of flood zones are set out in the government’s National Planning Practice Guidance.

10.2.2 There are two sources of potential flooding; from Rivers and the Sea, and from Surface Water. These are examined below:

## A - Flood Risk from Rivers and the Sea

The current flood risk for the study area for Rivers and the Sea is shown in [Figure 10.1](#). From this it can be seen that the main urban area of St. Anne’s lies within Flood Zone 1. The Plan also shows that the sea front and some agricultural land to the eastern edge of the study area lie within Flood Zone 2. The land use implications for these areas is explained in [Table 10.1](#) below:

**Table 10.1:** Flood Risk Zones affecting St. Anne’s NDP

Flood Zone	Definition	Appropriate Uses	Flood Risk Assessment Requirements	Policy Aims
Flood Zone 1: Low Probability	This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).	All uses of land are appropriate in this zone.	For development proposals on sites comprising one hectare or above the vulnerability to flooding from other sources as well as from river and sea flooding, and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off, should be incorporated in a flood risk assessment. This need only be brief unless the factors above or other local considerations require particular attention.	In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems.
Flood Zone 2: Medium Probability	This zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year.	Essential infrastructure and the water-compatible, less vulnerable and more vulnerable uses, are appropriate in this zone. The highly vulnerable uses are only appropriate in this zone if the Exception Test is passed.	All development proposals in this zone should be accompanied by a flood risk assessment.	In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development, and the appropriate application of sustainable drainage systems.

**Figure 10.1: Flood Risk from Sea and Rivers**

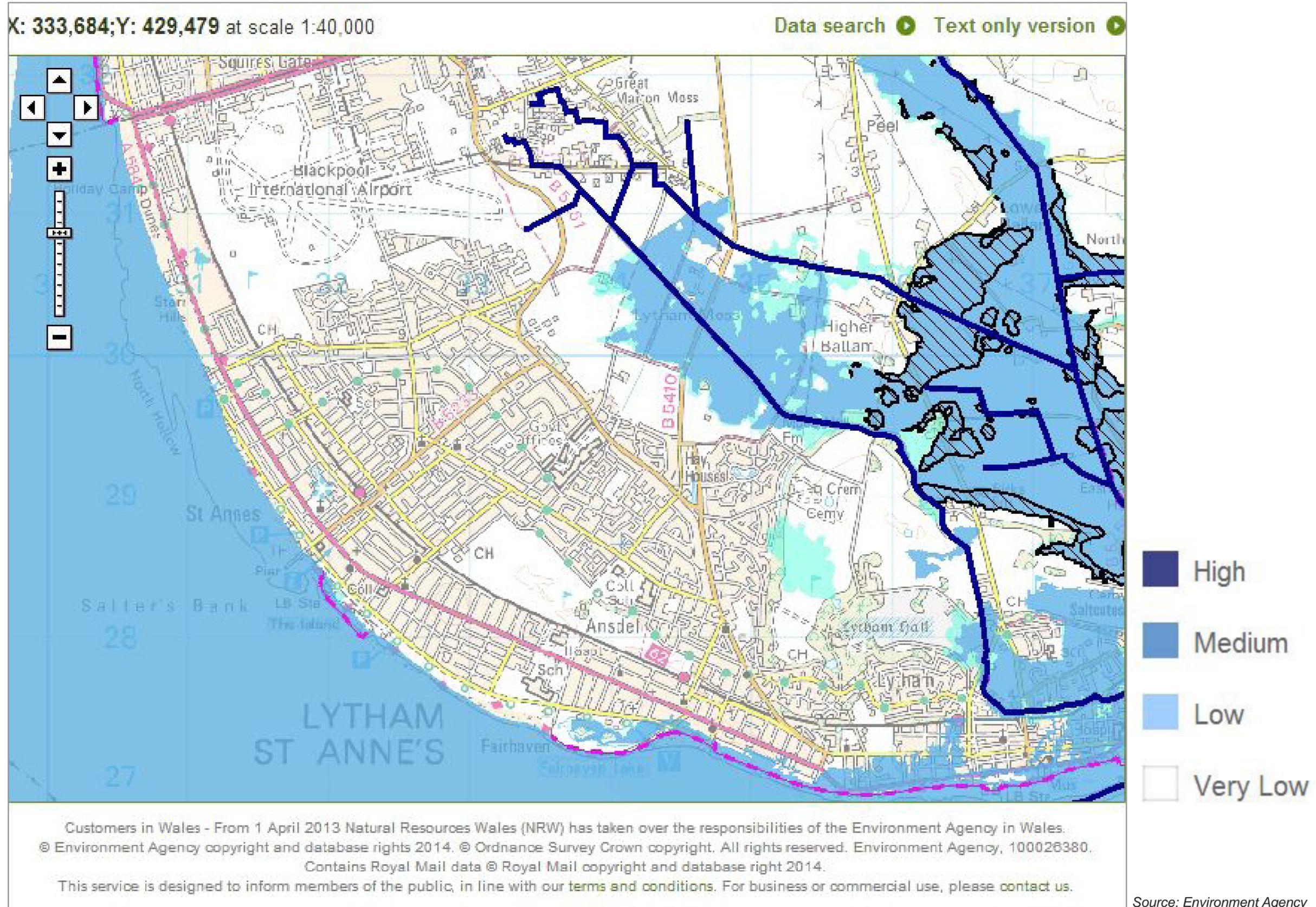
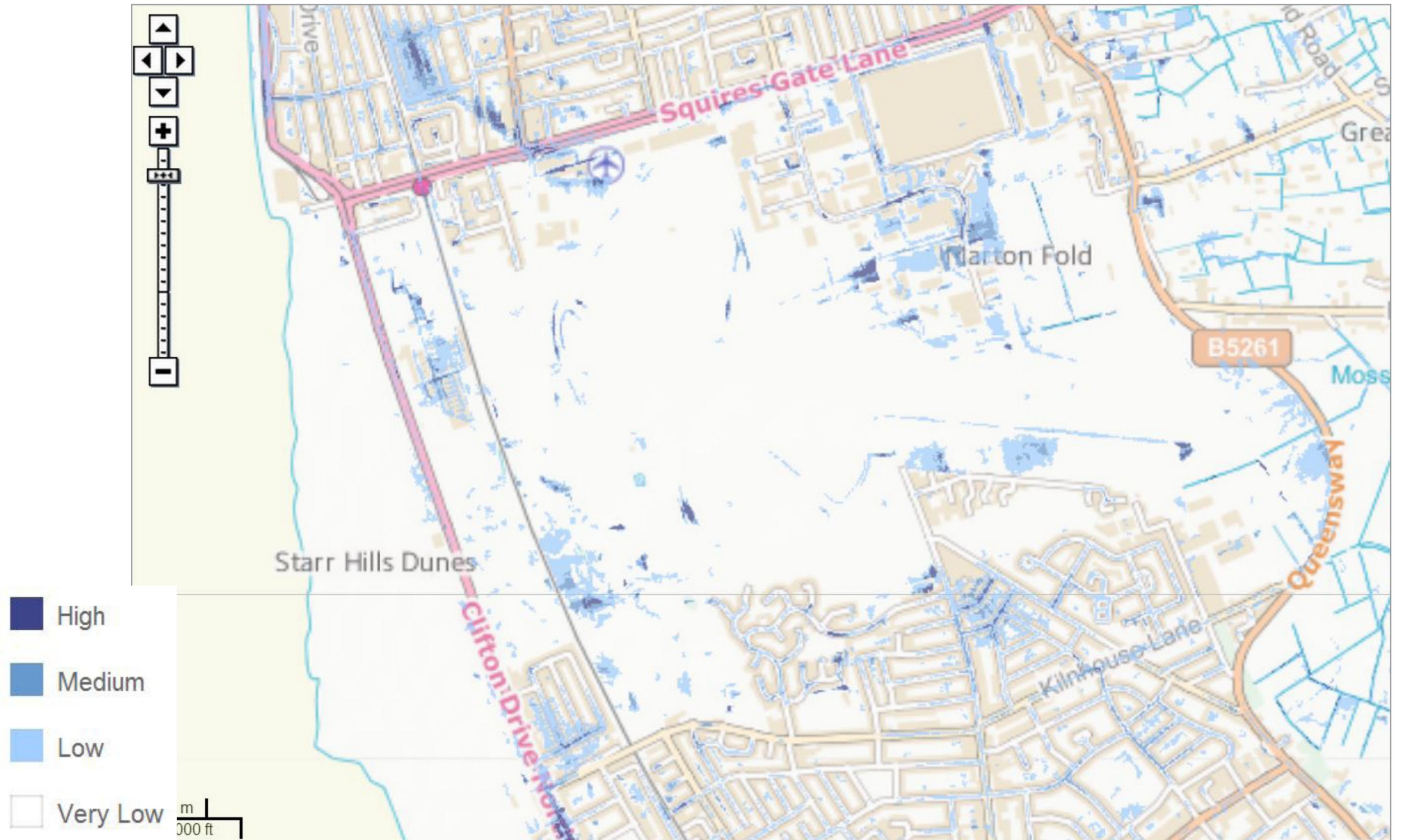


Figure 10.2a: Surface Water Flood Risk



Source: Environment Agency

**Figure 10.2b:** Surface Water Flood Risk



Source: Environment Agency

## B - Surface Water Flood Risk

Figures 10.2a & b show the current EA surface water risk situation in the NDP area. From this it can be seen that whilst the main part of the urban area are classed as “very Low” risk from surface water flooding there are significant areas of the NDP falling within the low, medium to high risk zones.

### What does ‘very low’ mean?

Very low means that each year, this area has a chance of flooding of less than 1 in 1000 (0.1%).

This type of flooding can be difficult to predict, much more so than river or sea flooding as it is hard to forecast exactly where or how much rain will fall in any storm.

### What does ‘low’ mean?

Low means that each year, this area has a chance of flooding of between 1 in 1000 (0.1%) and 1 in 100 (1%).

This type of flooding can be difficult to predict, much more so than river or sea flooding as it is hard to forecast exactly where or how much rain will fall in any storm.

### What does ‘medium’ mean?

Medium means that each year, this area has a chance of flooding of between 1 in 100 (1%) and 1 in 30 (3.3%).

This type of flooding can be difficult to predict, much more so than river or sea flooding as it is hard to forecast exactly where or how much rain will fall in any storm.

### What does ‘high’ mean?

High means that each year, this area has a chance of flooding of greater than 1 in 30 (3.3%).

This type of flooding can be difficult to predict, much more so than river or sea flooding as it is hard to forecast exactly where or how much rain will fall in any storm.

## Fylde Strategic Flood Risk Assessment - 2011

This document has been prepared by Fylde Council in order to meet the national planning policy requirements for the consideration of flood risk through the planning process. The Study considered a range of sites considered to have potential for development and inclusion in the emerging Local Plan.

**Table 10.2:** Fylde SFRA Policy Recommendations

Plan Ref	Flood Zone	Area	Recommended Policy
26	1	Former Pontins Site	There are no material flood issues within this area. Therefore there should not be any restriction on flooding grounds for development of all types within the area. Consideration to surface water runoff should be given in all cases.
27,28	1	Blackpool Airport	
29	1	Blackpool Road Playing Fields	
30	1	Lytham Moss	
31, 32, 33, 34	3a	Lytham Moss	Exception Test being carried out where appropriate. A Level 2 SFRA will need to be undertaken to justify any proposed site allocation in Flood Zone 3a. Any development in Flood Zone 3a (whether allocated or not) should be accompanied by a site-specific Flood Risk Assessment to demonstrate that the development is not at risk of unnecessary risk of flooding and will not exacerbate flood risk elsewhere. Consultation with the Environment Agency is recommended.

Figure 10.3 shows those sites within the NDP area considered as part of the SFRA study.

**Figure 10.3:**

Sites Assessed in the Fylde Strategic Flood Risk Assessment - 2011

**10.3 Renewable Energy**

**The Lancashire Renewable Energy Study 2011 (Lancashire CC)**

10.3.1 This study was commissioned by Lancashire CC and aimed to identify the deployment potential for onshore renewable energy to inform the development of future local planning policies by:

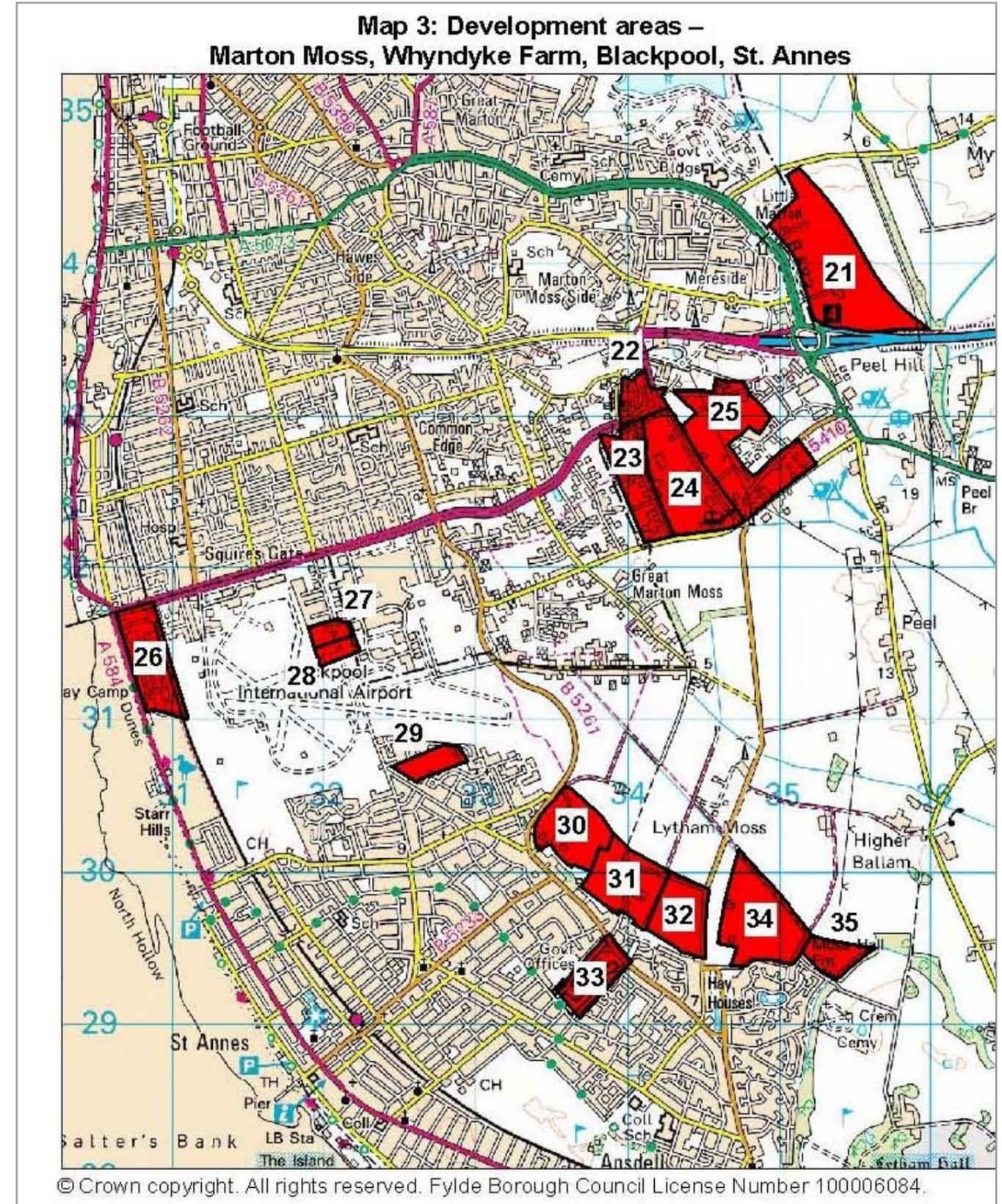
- Bringing the information contained in the North West Renewable and Low Carbon Energy Capacity and Deployment Study(2010) to a local level; and
- Providing further technical advice to each Local Authority.
- North West and sub-Regional Context

10.3.2 The North West study identified the overall renewable energy capacity for Lancashire to be 9,929 MW-just under 25% of the North West Region’s total capacity. The key components of this are set out in Table 10.3 below:

**Table 10.3:**  
Renewable Energy Resource Potential for Lancashire

Renewable Energy Source	Capacity (MW electricity and heat)
Wind (commercial and small scale)	6,698
Plan Biomass	43
Animal Biomass	51
Waste	87
Hydropower	10
Micro generation	
<b>Total</b>	<b>9,929</b>

Source: Northwest Renewable and Low carbon energy capacity and deployment project report, 2010.



Source: FBC Strategic Flood Risk Assessment -2011

10.3.2 The study concludes that Fylde has the deployable resource potential of 61 MW by 2030, the equivalent of 5% of Lancashire’s deployable potential. **Table 10.4** below provides the breakdown of Fylde’s deployable potential by technology. Commercial scale wind provides the highest deployable potential in Fylde.

**Table 10.4:** Fylde Deployable Potential in 2020 and 2030 by Technology

Technology	Existing Deployment at 2011	Total Deployment 2020	Total Deployment 2030
Commercial Wind	0.0	28.5	37.8
Microgeneration - Small scale wind	0.0	0.8	1.4
Plant biomass	2.1	2.2	2.2
Animal biomass	0.6	1.1	1.4
Energy from waste (Anaerobic Digestion)	3.3	2.8	1.0
Small scale hydro	0.0	0.0	0.0
Microgeneration - Solar	0.1	4.5	11.1
Microgeneration - heatpumps	0.0	2.7	5.8
<b>Total</b>	<b>6</b>	<b>43</b>	<b>61</b>

Source: *The Lancashire Sustainable Energy Study 2012 (SQW)*

## 10.4 Other Relevant Evidence Documents

10.4.1 Table 10.5 below sets out a brief summary of other relevant evidence documents/ studies

**Table 10.5:** Other relevant Evidence Documents/Studies

Document/Study	Potential NDP Action/ Requirement
<p><b>Blackpool and Fylde Coast Protection Strategy Strategic Environmental Assessment: Scoping Consultation Document - 2011</b></p> <p>Blackpool Borough Council adopted their existing Shoreline Strategy Plan (SSP) in 1995 to manage coastal flood and erosion risk along their coastal frontage. A full review of the plan was undertaken in 2000, with an economic update carried out in 2004.</p> <p>This Strategy is now in need of a further review to take account of the coastal defence policies developed by the recently produced North Wales and North West SMP2.</p> <p>There is no current or past SSP for the management of Fylde Borough Council's coastal frontage. Previously, a procedure of reactive management along their coastline has been undertaken, with repairs to the most urgent locations as necessary.</p> <p>As a result of the major linkages and interdependences that exist between Blackpool and Fylde Borough Councils, a joint SSP is being produced to create a more holistic strategy for this part of the Fylde Coast.</p> <p>The updated SSP will review the technical, economic and environmental appraisal of options, and the choice of preferred option, with the specific intent of establishing a viable long-term Strategy to manage coastal flood and erosion risk for this frontage.</p> <p>The Strategy's objectives are to:</p> <ol style="list-style-type: none"> <li>1. develop a strategic approach to minimise coastal flood and erosion risk to property and other assets within the jurisdiction of Blackpool and Fylde Councils over the next 100 years;</li> <li>2. investigate opportunities to enhance and improve the area's natural, cultural and amenity value; and,</li> <li>3. comply with all statutory obligations arising from national and international nature conservation designations and related legislation in the area.</li> </ol>	<p>There are no planned work to the hard coast defences in the St. Anne's Parish area in the next twenty years.</p>

Document/Study	Potential NDP Action/ Requirement
<p><b>River Ribble Catchment Flood Management Plans-2009</b>            Catchment Flood Management Plans (CFMPs) provide an overview of the flood risk across river catchments. They recommend methods for managing those risks now and over the next 50-100 years. CFMPs consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding.</p> <p>Blackpool and Fylde fall within the boundary of the Ribble CFMP (Environment Agency, 2009a). The CFMP is divided into 10 Sub-areas, two of which fall within the study area, as:</p> <p><b>Sub-area 10: Blackpool &amp; Lytham St. Anne's</b>            The CFMP identifies flood risk as predominately in Lytham St. Anne's, resulting from the impact of sea level rise and the ability of Liggard Brook to discharge into the Ribble estuary. The risk of flooding from rivers in Blackpool is very low, with the main risk in the town associated with coastal flooding from the sea. This aspect is not considered as part of this plan and is instead addressed in the SMP. The CFMP is proposing Policy 5 for this Sub-area which is classified as "Areas of moderate to high flood risk where we can generally take further action to reduce flood risk." Proposed actions to implement this policy include:</p> <ul style="list-style-type: none"> <li>o investigating the causes of flooding in the Lytham St. Anne's/ Fylde area;</li> <li>o produce Strategic Flood Risk Assessments (SFRAs); and,</li> <li>o investigate the causes of surface and sewer flooding in Blackpool and Lytham St Anne's.</li> </ul>	<p>Consult with the Environment Agency and United Utilities to determine relevance and appropriate actions through the NDP.</p>

Document/Study	Potential NDP Action/ Requirement
<p><b>North West England and North Wales Shoreline Management Plan SMP2(SMP2)</b></p> <p>The SMP aims to identify the best ways to manage flood and erosion risk to people and the developed, historic and natural environment, and to identify opportunities where shoreline managers can work with others to make improvements. The SMP does not set policy for anything other than coastal defence management.</p> <p>The Strategy frontage is covered by Sub-Cell 11b of the North West and North Wales SMP2 (Halcrow Group Ltd., 2010), which is divided into:</p> <ol style="list-style-type: none"> <li>1. The Ribble Estuary; and,</li> <li>2. St. Anne's to Rossall Point.</li> </ol> <p>This Sub-Cell is further divided into a series of policy units, Units 1.14 to 1.21 and 2.1 to 2.5, each with an individual policy. The policies are presented over three epochs (0 to 20 years; 20 to 50 years; and, 50 to 100 years) to enable realistic and sustainable management of the coastline. Four key policies are considered within the SMP:</p> <p>Hold the Line (HTL) - this option involves fixing the shoreline position by the provision or maintenance of coastal defences.</p> <ul style="list-style-type: none"> <li>• Advance the Line (ATL) - this involves building new defences seaward of the original defences and is limited to areas where significant land reclamation is being considered.</li> <li>• No Active Intervention (NAI) - a decision not to invest in providing or maintaining defences.</li> <li>• Managed Realignment (MR) - allowing the shoreline to move backwards, with management to control / limit the extent of landward retreat.</li> </ul> <p>The preferred policies for the Strategy area are predominately HTL, by maintaining the existing defences throughout all three epochs of the SMP. Exceptions include Policy Unit 2.1 St. Anne's (northern boundary) to Squires Gate, which is MR for the first epoch, by managing the dunes and determining the requirements for a second line of defences set back by Clifton Drive North. The policy changes to HTL for the second and third epochs.</p>	<p>Consult with Environment Agency to determine relevance to NDP</p>

Document/Study	Potential NDP Action/ Requirement
<p><b>The North West Regional Coastal Strategy</b>  The North West Regional Coastal Strategy 2008 - 2032 (North West Coastal Forum, 2008) is designed as a non-statutory resource for all involved in policy, planning and management of the North West's coast. Consultation on the Strategy was undertaken towards the end of 2008; however, the Strategy has yet to be finalised.</p> <p>The Strategy outlines six key outcomes that comprise its building blocks, each with a series of priorities for action, as:</p> <ol style="list-style-type: none"> <li>1. well-integrated planning and management of the coastal zone including achieving coherence between adjacent terrestrial and marine spatial plans;</li> <li>2. the economic potential of the North West coast achieved in ways which safeguard, enhance, restore and sustainably use our natural and cultural assets;</li> <li>3. improved well being of coastal communities;</li> <li>4. improved recreational opportunities and visitor experience;</li> <li>5. a high quality natural and built coastal environment able to adapt to climate and other change; and,</li> <li>6. raised appreciation of the coast, its value and its needs.</li> </ol> <p>The Strategy identifies the regeneration of Blackpool as essential in achieving the economic potential of the North West coast. Blackpool and Lytham are recognised as key tourism and recreational locations.</p>	<p>Consider need to protect and enhance important coastal natural assets whilst considering opportunities for tourism and recreation use.</p>
<p><b>Lancashire Climate Change Strategy</b>  The Lancashire Climate Change Strategy 2009 to 2020, sets out the long-term vision that Lancashire is "low carbon and well adapted by 2020". Lancashire is aiming to reduce its carbon dioxide emissions by at least 30% (relative to 1990). This Strategy was adopted in February 2009.</p> <p>The Strategy acknowledges that the implications of climate change on the marine environment and coastal structures should be assessed, and that there are consequences of sea level rise and a need to understand coastal realignment. The Strategy also identifies sea level rise and increased coastal risk from storm surges as having a negative affect on (The Lancashire Climate Change Partnership, 2009a):</p> <ul style="list-style-type: none"> <li>• commercial developments (some include housing &amp; leisure);</li> <li>• housing developments;</li> <li>• transportation projects;</li> <li>• tourism &amp; leisure; and,</li> <li>• quality of place.</li> </ul> <p>Critical actions identified in the associated action plan includes the reduction of carbon dioxide emissions by 30% and the inclusion of other greenhouse gases, monitoring of existing actions, assessing gaps in delivery and development of new actions to achieve tighter targets, and to develop an understanding of UK climate projections scenarios and to identify impacts for Lancashire (The Lancashire Climate Change Partnership, 2009b).</p>	<p>Consider appropriate policies within NDP to complement emerging Local Plan policies, consult with EA regarding potential flood risks and appropriate actions within NDP.</p>

## 10.5 Fylde Coast Masterplan-Draft Consultation Strategy

10.5.1 The Draft Fylde Coast Masterplan was published for consultation by Fylde BC in March 2014. The document includes the following relevant key themes:

### Coastal Protection

#### The Issues

10.5.2 The Fylde Coastline consists of a mixture of natural and built defences that are at risk for coastal erosion and flooding. At the Northern end, a long wide stretch of sandy dunes provides protection. However, these sandy dunes, while accreting in some places are eroding in others. If left unmanaged a flow route for coastal flooding would form. The southern end is a mixture of both sand dunes supported by 3 strategic headlands. The shoreline is in need of major investment. The 3 strategic headlands generally maintain good beach levels between them fronting properties, and also provide erosion protection to the Ribble Estuary.

#### Policy and Strategy

10.5.3 The aim of a Shoreline Management Plan (SMP2) is to identify policies to manage risks. The SMP policy for the Fylde Coast is to “hold the line”; this means strengthening, maintaining or rebuilding the existing defences to maintain the existing shoreline. The strategy appraisal report for the Fylde shoreline strategy has recently been accepted by the Environment Agency. The key purpose for this strategy is to provide a long term 100 year plan for the management of the Fylde shore line. Whilst the shore line within the District is in need of major investment the strategy and a

number of key projects are identified- none are within the NDP area:

## 10.6 Planning Policy Context - Climate Change

#### What the NPPF says

10.6.1 **Paragraph 93** says that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

10.6.2 **Paragraph 94** says that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

10.6.3 **Paragraph 95** says that to support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirement for a building’s sustainability, do so in a way consistent with the Government’s zero carbon buildings policy and adopt nationally described standards.

10.6.4 **Paragraph 96 and 98 sets** out the relevant considerations to be taken into account in determining planning applications.

10.6.5

**Paragraph 97** says that to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. They should:

- have a positive strategy to promote energy from renewable and low carbon sources;
- design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
- consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;
- support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning;
- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

10.6.6

**Paragraph 99** says that Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure

that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

- 10.6.7 **Paragraph 100** says that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:
- applying the Sequential Test;
  - if necessary, applying the Exception Test;
  - safeguarding land from development that is required for current and future flood management;
  - using opportunities offered by new development to reduce the causes and impacts of flooding; and
  - where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

10.6.8 **Paragraphs 101 to 104** set out the requirements for a sequential test to steer new development to areas with the lowest probability of flooding and set out the relevant considerations for determining planning applications.

10.6.9 **Paragraph 105** says that in coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes.

10.6.10 **Paragraph 106** says that local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and:

- be clear as to what development will be appropriate in such areas and in what circumstances; and
- make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.

10.6.11 **Paragraphs 107 and 108** set out the relevant considerations for determining planning applications.

**Please note the information relating to the emerging Fylde Local Plan has been superceded. Please see separate main addendum to this document- "Planning Policy" November 2015**

*Fylde Local Plan (adopted 2005)*

10.6.12 **Policy EP30** says that development will not be permitted which would:

1. Itself be subject to an unacceptable risk of flooding;
2. Create an unacceptable increase in the risk of flooding within the development site, or elsewhere;
3. Adversely affect the water environment as a result of an increase in surface water run-off;
4. Prejudice the capability of the coast to form a natural sea defence;
5. Result in excessive culverting;
6. Prejudice essential access requirements to watercourses or flood defence.

10.6.11 **Policy EP31** says that development will not be permitted which requires abstraction of water from the Fylde aquifer where this would be likely to lead to low flows in local rivers, where it would adversely affect existing abstractions or where it would damage aquatic features.

**The Emerging Local Plan**

10.6.12 The Fylde Local Plan to 2030 Part 1- Preferred Options paper sets out the following policies relating to the Natural Environment.

10.6.13 Strategic Objective 2 is:

To improve the environment by:

1. Protecting, enhancing and restoring the quality, character and distinctiveness of the biodiversity and landscape of Fylde Borough.

2. Expanding biodiversity resources, including improving habitat connectivity, particularly away from the coastal edge.
3. Promoting green infrastructure throughout the urban and rural areas.
4. Improving access to the natural environment.
5. Protecting and enhancing the built and historic environment and requiring new development to meet the highest quality urban design.
6. Minimising the risk of flooding, both tidal and fluvial, to existing and new development and improving bathing water quality.
7. Protecting the best and most versatile agricultural land and increasing UK food security.
8. Protecting existing areas of Green Belt. It is not intended that there will be a strategic review of the Green Belt within Fylde during the plan period.
9. Promoting sustainable renewable and low carbon energy, in order to reduce carbon emissions.
10. Supporting the Regional Park Plan for the Ribble Coast and Wetlands.
11. Ensuring that infrastructure is available to enable new development, whilst protecting and enhancing the natural and built environment.
12. Retaining the identity, character and setting of the rural villages.

10.6.14 **Policy CL1** - Flood Alleviation and Water Efficiency: says that planning decisions should follow the sequential, risk-based approach to the location of development, as required

10.6.15 Developer contributions will be required for the provision and maintenance of SuDS, where this is not provided as part of the development.

under paragraph 100 of the NPPF. All new development is required to minimise flood risk impacts on the environment and mitigate against the likely effects of Climate Change on present and future generations. This will be achieved by:

- a) Ensuring that new development incorporates Sustainable Drainage Systems (SuDS), where such development will generate surface water run-off.
- b) Supporting the retrofitting of SuDS in locations that generate surface water run-off.
- c) Improving water efficiency standards by minimising the use of potable mains water in new development and incorporating measures to recycle and conserve water resources.
- d) Ensuring that new development is directed away from areas at high risk of flooding and incorporating appropriate mitigation against flooding in areas of lower risk.
- e) Ensuring that watercourses, which are important habitats for water voles and other species, are protected from encroachment and adverse impacts and that water quality is maintained and improved.
- f) Seeking to maximise the potential of Green Infrastructure within developments to contribute to flood relief.
- g) Ensuring that new development does not adversely affect the quality of groundwater.

10.6.16

Contributions will be made through Section 106 agreements or the Community Infrastructure Levy, as set out in Policy INF2. Developer contributions will be required for the repair or replacement of the coastal flood defences and the maintenance of the dunes system. Contributions will be made through the Community Infrastructure Levy.

**Policy CL2** - Renewable and Low Carbon Energy Generation: says that renewable and low carbon energy development potential is significant within Fylde. Developers of commercial, small and medium sized renewable and low carbon energy developments will be required to provide evidence, to the satisfaction of the local authority, in support of their proposals by considering the following:

- a) Singular or cumulative impacts on landscape and townscape character and value;
- b) Impact on local residents (including noise, odour and visual amenity, such as flicker noise and shadow flicker);
- c) Ecological impact, including migration routes of protected bird species;
- d) Impacts on land resources, including agricultural land and areas of deep peat;
- e) Impacts on the historic environment and assets;
- f) Community, economic and environmental benefits of the proposal;
- g) Impacts on aviation and defence navigation systems and communications, particularly Blackpool International Airport, Warton Aerodrome and MOD Radio Inskip; and
- h) Impacts on highway safety and capacity from movements associated with the development.

10.6.16 The evidence will be required to demonstrate that any impacts can be satisfactorily addressed but need only be proportional to the scale and type of development.

Applicants will not be required to justify the overall need for renewable and low carbon energy development, either in a national, regional or local context.

energy supply or district heating/cooling system is planned to be sited will be required to allow for future connectivity at a later date or phase.

10.6.16 Renewable and low carbon energy proposals within the Green Belt and Area of Separation will need to demonstrate that any adverse impacts of granting permission will not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole, specific policies in that Framework, or other policies in the Local Plan.

10.6.17 **Policy CL3** - Decentralised Energy Networks and District Heating Systems: says that Small scale decentralised energy schemes will be encouraged within development schemes and as part of community-led initiatives. All major developments will be required to explore the potential for decentralised energy supply and district heating/cooling systems. Major developments located where a decentralised

10.6.18 **Policy CL4** - Sustainability Statements: says that measures to improve the energy performance of buildings will be encouraged.

**Please note the information relating to the emerging Fylde Local Plan has been superceded. Please see separate main addendum to this document- "Planning Policy" November 2015**

## 10.7 Key Issues

Ref	Key Issues	Comments / Possible Options
1	Protecting and Enhancing Environmental Assets	
1.1	Flood Risk: How should the NDP respond to the issue of widespread surface water flooding throughout the town?	<ul style="list-style-type: none"> <li>Consider specific policies e.g. SUDS</li> </ul>
2	Renewable Energy	
2.1	How should/ can the NDP encourage the adoption of appropriate renewable energy technologies?	<ul style="list-style-type: none"> <li>Consider specific policy</li> <li>Consider an NDO to facilitate greater take up of domestic/commercial small scale renewable energy schemes</li> <li>Promote a district heating scheme (include proposal in Implementation Plan and consider specific policy)</li> </ul>
2.2	Improving the thermal efficiency of existing housing stock. The relatively poor thermal efficiency of the existing housing stock has been identified as an issue under Housing.	<ul style="list-style-type: none"> <li>Consider specific policy to encourage improvements</li> </ul>

## REFERENCES & DOCUMENTS REVIEWED

1. Environment Agency-web based Flood Risk Mapping (2014)
2. Fylde Strategic Flood Risk Assessment - 2011
3. The Lancashire Renewable Energy Study 2011 (Lancashire CC)
4. Blackpool and Fylde Coast Protection Strategy Strategic Environmental Assessment: Scoping Consultation Document – 2011
5. North West England and North Wales
6. Shoreline Management Plan SMP2(SMP2)
7. The North West Regional Coastal Strategy 2008 – 2032
8. The Lancashire Climate Change Strategy 2009 to 2020
9. Draft Fylde Coastal Masterplan - Fylde BC - March 2014
10. Lancashire Green Infrastructure Strategy - 2007
11. The Fylde Green Infrastructure Strategy - 2011
12. The National Planning Policy Framework – DCLG-2012
13. Fylde Borough Local Plan - May 2003
14. Fylde Borough Local Plan Alterations Review - October2005
15. Fylde Local Plan to 2030: Part 1 - Preferred Options - July 2013
16. National Planning Practice Guidance-DCLG-2014

# Chapter 11

## Transport and Movement





## 11.0 Transport and Movement

### 11.1 Introduction

11.1.1 This Chapter describes the current and proposed transport and movement infrastructure serving the St. Anne's NDP area. It explains the current and emerging planning policy context, and identifies key transport and movement issues which the NDP could address.

### 11.2 Existing Transport and Movement Infrastructure

11.2.1 **Figure 11.1 (overleaf)** provides the overall context to the area and how it is served by road and rail, the location of Blackpool Airport and the NDP boundary.

11.2.2 The NDP area is located directly to the south of Blackpool and north of Lytham and includes the Blackpool Airport site to the north. Highway access from the end of the M55 is currently via the A5230 (Progress Way) turning into either the B5261 (Queensway becoming Heyhouses Lane) or the A584 (Clifton Drive) as North Houses Lane is closed to through traffic. The A584 (Clifton Drive) runs through the area linking Blackpool to the north with Lytham to the south. The B5233 (St. Anne's Road) provides the main link between Queensway to the north east and Clifton Road to the south west and is the main gateway access to the town centre and railway station.

11.2.3 Within this framework of main roads the area consists of a predominantly grid iron structure of roads serving the older areas of housing and cul de sac structure in the more modern housing layouts. Access by road both to and within the area is relatively easy and straightforward and there have been few changes in recent years.

11.2.4 The area is also served by the South Fylde railway line which links Blackpool South station with Preston with stations in the centre of St. Anne's, and at Squires Gate Lane to the north.

11.2.5 In addition to road and rail transport the area has a network of cycleways, footpaths and bridleways as shown on **Figure 11.2**

11.2.6 Public transport is primarily rail (station at St. Anne's with services to Blackpool South and Preston), and bus as shown in **Figure 11.3 (overleaf)**. The most frequent bus services are along the coast (Clifton Drive being the busiest bus route).

11.2.7 For visitors coming to St. Anne's, in addition to public transport (road and rail) many use private cars and car parking is a major issue for the town. The Borough Council operates a car parking strategy and controls a number of key pay and display car parks in the centre of St. Anne's as shown in **Figure 11.3 (overleaf)**. On street parking is controlled by the County Council's Highways department.

### 11.3 Proposed Transport Infrastructure Improvements

11.3.1 The Draft Developing Infrastructure Delivery Plan for Fylde (2013) sets out the key infrastructure improvements anticipated and proposed within the Fylde Council area. All such projects require significant levels of funding from a range of government bodies in addition to the local council, and unless indicated there is currently no funding in place.

11.3.2 Those affecting the NDP area are as follows:

**Highways** - funding is in place for the M55 to Heyhouses link as shown on Figures 11.1 and 11.4 and is under the control of the Highways Agency;

**Railways** - South Fylde line, possible layover near Kirkham and Wesham, new loop to allow trains to pass. Network Rail's next 'control period' which indicates projects and funding is 2015-2019 and details are due towards the end of 2014;

**Tram** - there is a suppressed demand for continuation of the existing Blackpool tram network into St. Anne's and Lytham. Blackpool Tram network has received EU funding via the SINTROPER project but there is currently no funding for a further extension south;

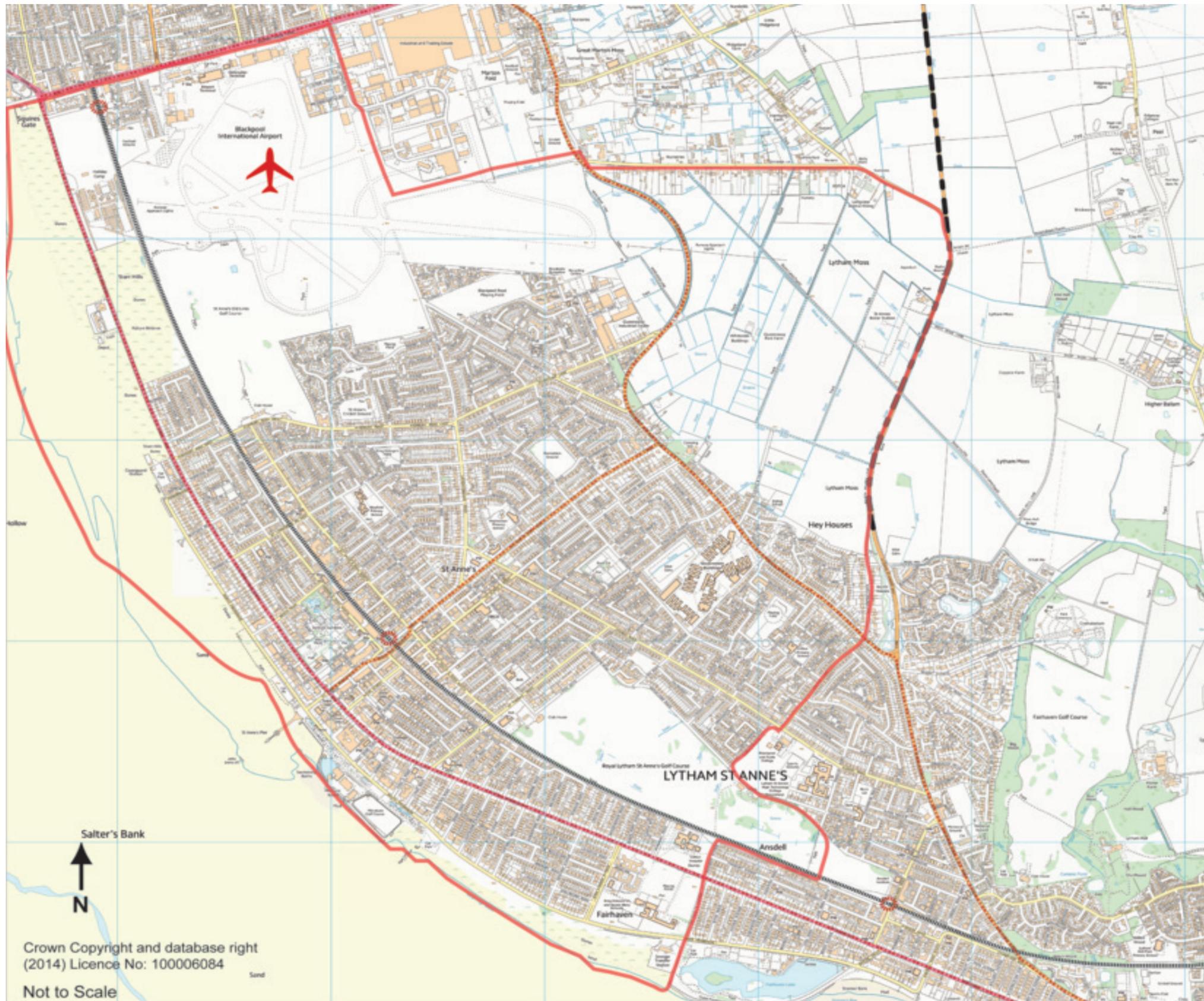
**Cycleways** - completion of the link between St. Anne's and Lytham and links north towards Blackpool beyond the airport, along Queensway, Midgeland Road and Wilding Lane.

### 11.4 Evidence Documents

#### Developing Infrastructure Delivery Plan (2013)

11.4.1 The IDP covers much more than just transport, rail, road etc – it also covers utilities, minerals and waste, flooding, education, emergency services, community facilities and there is a section on 'Green Infrastructure'.

**Figure 11.1:** Transport and Movement Context



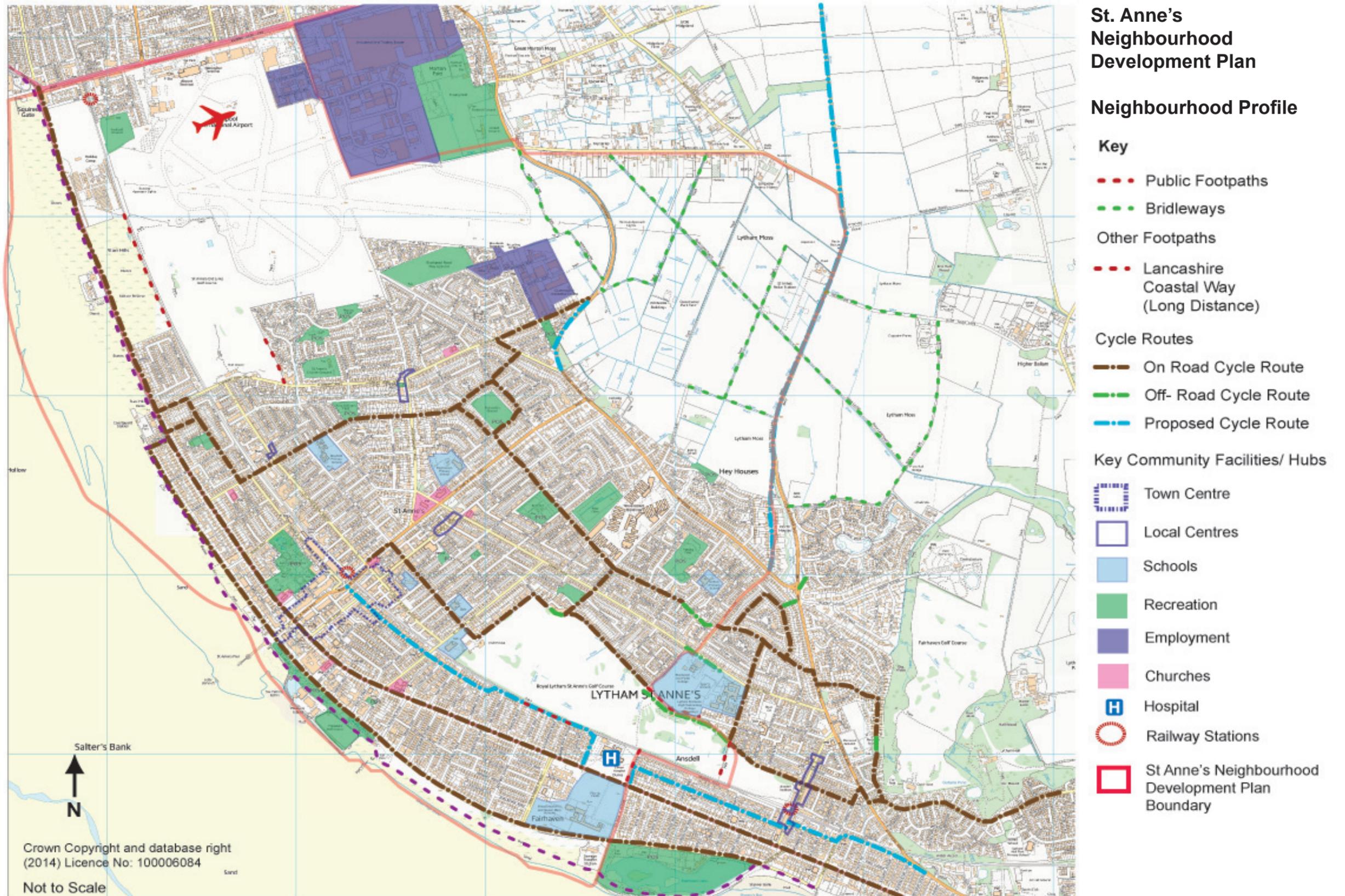
**St. Anne's  
Neighbourhood  
Development Plan**

**Neighbourhood Profile**

**Key**

-  Key Highway Access Routes
-  South Fylde Railway/ Station
-  Blackpool International Airport
-  Proposed M55 to Hey Houses Link Road
-  North Houses Lane- currently closed to through traffic
-  St Anne's Neighbourhood Development Plan Boundary

Figure 11.2: Footpaths, Bridleways and Cycle Routes



11.4.2 The strategic road network is controlled by the Highways Agency. The key project for the NDP area is the M55 to Heyhouses link Road (see Figures 11.1 and 11.4). The link road has planning permission as part of the 1,150 dwellings at Queensway. It will improve access to and from junction 4 of the M55 and St. Anne's, and accommodate the additional traffic generated by the Queensway development. It will be wholly funded through developer contributions with an estimated cost of £21 Million. It is scheduled for completion in 2016.

11.4.3 For public transport the IDP recognises that bus services are easier and quicker to upgrade than rail services. The most frequent services are understandably along the coast. Railways serving the area are operated by Network Rail. The next control period<sup>1</sup> is 2015-2019 and is due towards the end of 2014 which will indicate projects and funding. Blackpool North to Preston is to be electrified in 2015. The Park and Ride idea at Kirkham and Wesham has dropped off the priority list.

11.4.4 Services on the South Fylde line are recognised as both infrequent and unreliable but no facts are provided to support the statement of unreliability. Ideas for improvement include a layover near Kirkham and Wesham – therefore removing current blockage and helping journey times to Preston, and a new loop to allow trains to pass. The Council supports ideas but would not be responsible for implementation.

<sup>1</sup> Network Rail Control Periods are the 5-year timespans into which Network Rail, the owner and operator of most of the rail infrastructure in Great Britain, works for financial and other planning purposes. Each Control Period begins on 1 April and ends on 31 March to coincide with the financial year.

11.4.5 The Council recognises a “suppressed demand” for continuation of the tram network into St. Anne's and Lytham and refers to the EU funded SINTROPER project but provides no details.

11.4.6 The Airport is recognised as important to the local economy but is itself currently making a loss. The 2009 masterplan is currently being updated. The 5ha site (Site E2 in the Emerging Local Plan) on the north side has been put forward for specialised employment uses.

11.4.7 The IDP recognises that cycling can reduce congestion and emissions and encourage health and wellbeing but needs to be safe, attractive and convenient. The route between St. Anne's and Lytham is not currently complete and improvements need to be made to links north towards Blackpool beyond the airport and lists Queensway, Midgeland Road and Wilding Lane.

11.4.8 In relation to flood risk and coastal defence there are issues along the St. Anne's frontage. The preferred strategy between Fairhaven Lake and St. Anne's is to replace the existing hard defences thereby creating a new wider promenade which in turn could attract more visitors. Work could start in 2014 but funding is required. CIL funding could be used for ongoing dune management.

11.4.9 The term 'Green Infrastructure' is included at the end of the Plan and refers to parks and other greenspaces and how they are linked and used. The Council maintains parks and gardens in Lytham and St. Anne's but in some other areas they have been passed to Town Councils. Ashton Gardens in St. Anne's has recently been refurbished. Funding is being

sought for the 'Rock and Water Gardens'. In addition the current Open Space, Sport and Recreation Assessment (2008) is planned for an update. The Council recognises that the Starr Hills Local Nature Reserve (LNR) is in need of improvement and overall recognises a deficiency in trees and woodlands.

### Draft Fylde Coast Highways and Transport Masterplan (2015)

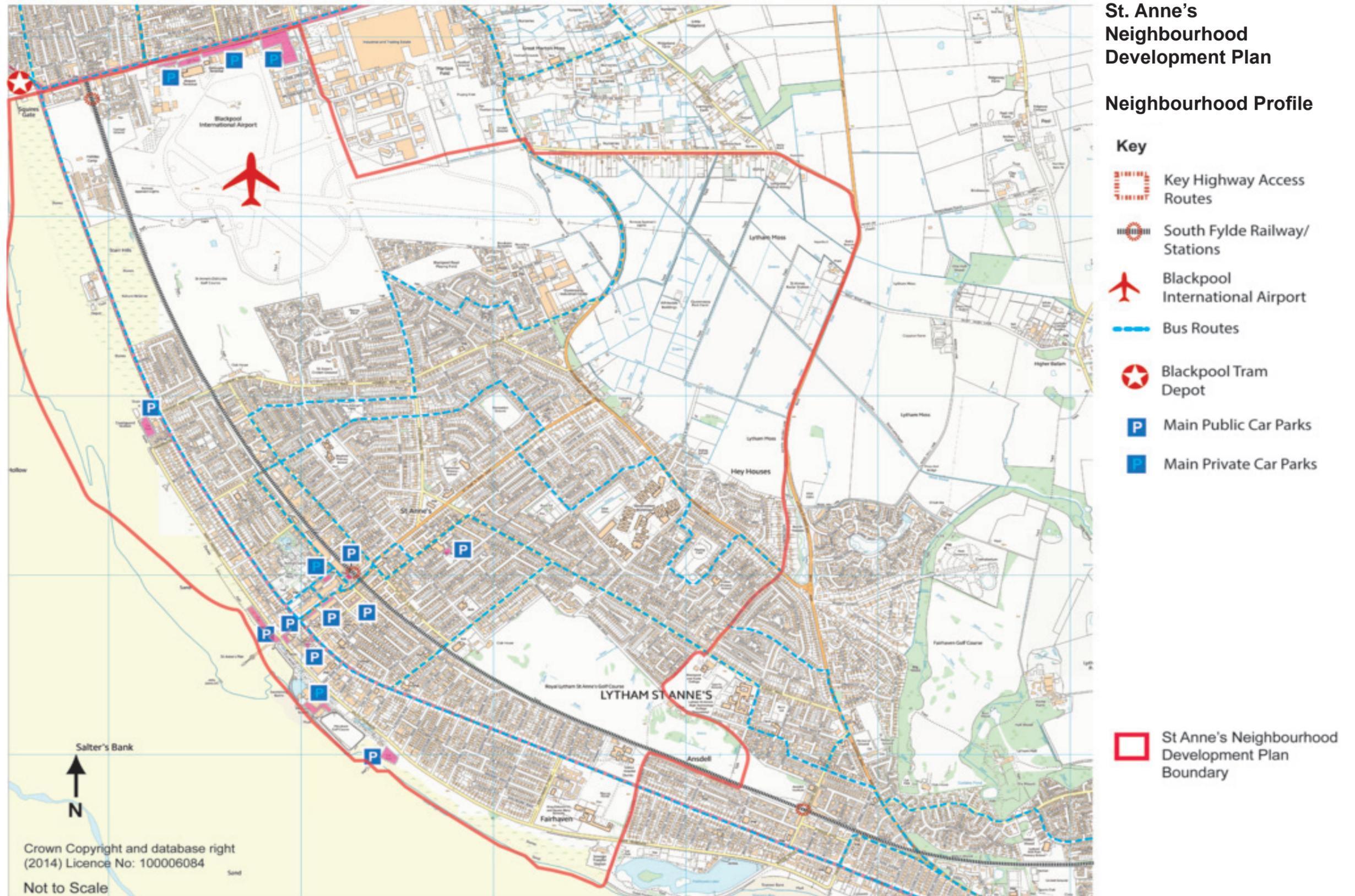
11.4.10 Lancashire County Council is producing five Highways and Transport Masterplans that reflect the county's economic areas, one of which is the Fylde Coast, produced in cooperation with Blackpool Council and covering Blackpool, Fylde and Wyre. The masterplans set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council, Blackburn with Darwen Council and Blackpool Council.

11.4.11 For St Anne's the Draft Masterplan includes the following key projects:

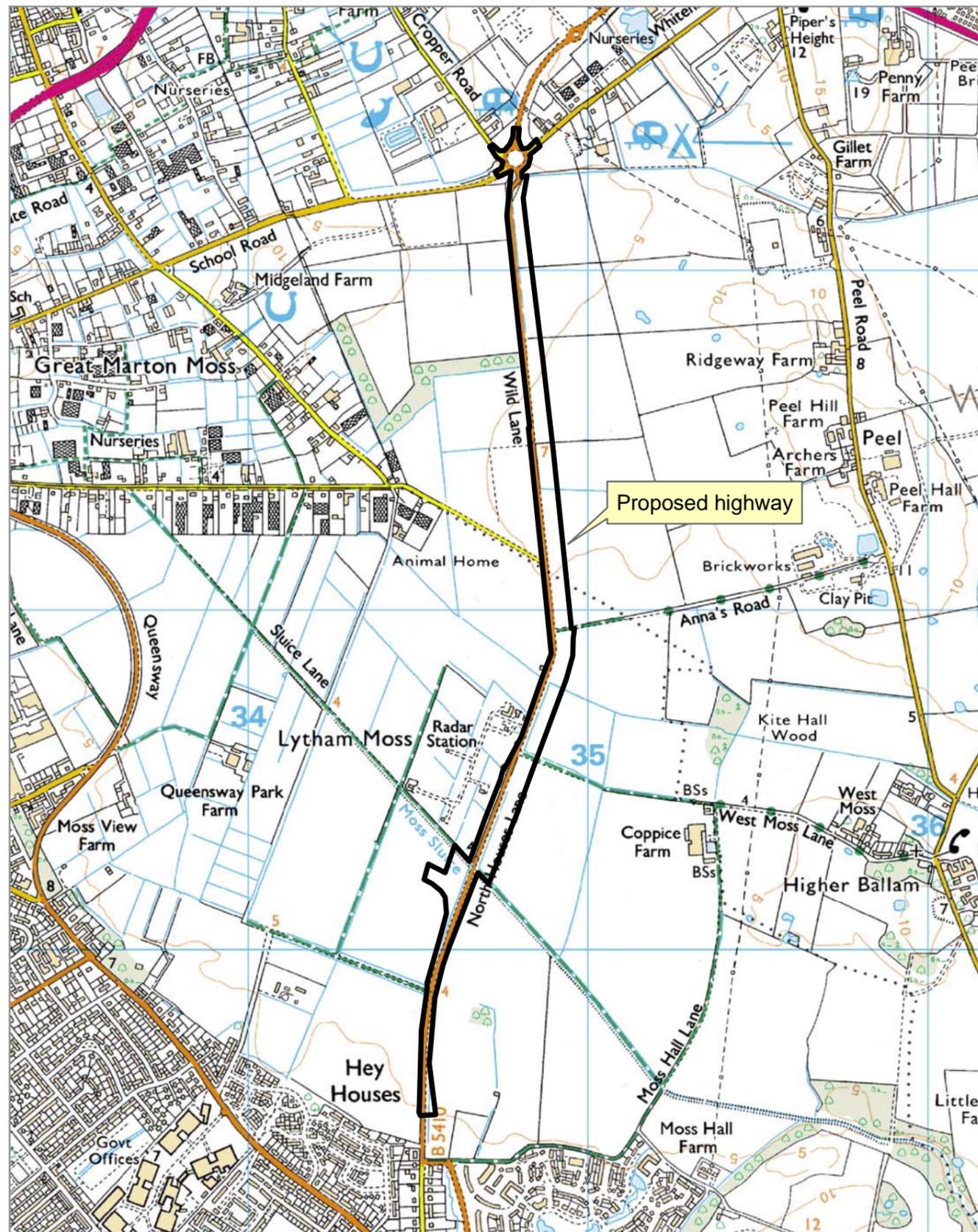
- M55 to Heyhouses link
- South Fylde Rail line study
- Improved Cycle routes

11.4.12 The M55 to Heyhouses link, through the Growth Deal negotiated by the Lancashire Enterprise Partnership, should start in 2015/16. The new link will provide a direct route fit for all users between the M55 at junction 4 and A583 Preston New Road to the B5261 Blackpool Road in St. Anne's, using an initial section of link road that was completed a number of years ago. It will give better access to development sites, including Whitehills and Blackpool International Airport, to new housing

**Figure 11.3: Public Transport and Main Car Parks**



**Figure 11.4:** Route of proposed M55 to Heyhouses Link Road



at Heyhouses and for tourism, including future hosting of the R&A Open Golf Championships. The scheme will also provide some congestion relief and allow Wild Lane to be used as a sustainable transport link by pedestrians, cyclist and equestrians.

11.4.13 Through an extension to the original SINTROPHER project, LCC have been able to secure further funding to carry out a study on the South Fylde Line, to take place during 2014/15. It will look at the future role of the line, the best way to enhance the role of the line in providing a southern gateway to Blackpool and to establish what the most viable and cost effective way of linking the line and the Blackpool Tramway would be and what benefits such a link would bring. The plan recognises that the line does not provide an effective commuter service and is underutilised when compared to rail lines serving similar populations. The service on the line is infrequent and the rolling stock poor. The two lines lie only 300m apart in places, but if they were to be connected, then the Fylde Coast would have a through rail service from end to end, making rail travel easy for both commuters and tourists.

11.4.14 The Fylde Coast Cycle Network will build on work already undertaken between Fleetwood and Starr Gate and in St Anne's, as well as the Blackpool Explorer routes and initiatives that are underway such as Blackpool Green Corridors. Key to the network will be the completion of the Fylde Coastal Way, the towpaths of the Lancaster Canal and the creation of Explorer Mini-wheels, family friendly, multi user circular routes aimed at the leisure and tourist market and Green Spokes that will allow safe access by cycle to key employment destinations.

**Local Transport Plan 2011 – 2021 LCC (2011)**

11.4.15 The Local Transport Plan (LTP) is produced by the County Council and covers a 10 year period for the whole county. The new 'Fylde Coast Highways and Transport Masterplan' referred to above, is being produced by the Council. It is part of a series of 5 masterplans covering 12 districts. This provides a more up to date vision for the county and specific schemes and projects affecting the NDP area and reflect more recent activities.

**Fylde Car Parking Strategy (updated 2013)**

11.4.16 Fylde BC owns 20 car parks, representing 1,585 spaces, but this does not include on street parking which is controlled by Lancashire CC and

there are other operators in the area such as NCP.		
11.4.17 The Council owned car parks located in the area are shown on <a href="#">Figure 11.3</a> and are:		
<ul style="list-style-type: none"> <li>• Wood Street CP</li> <li>• St Anne’s Square CP</li> <li>• Council offices and town hall CP</li> <li>• North Promenade</li> <li>• St Anne’s Pool</li> <li>• St Alban’s Road</li> </ul>	<p><b>11.5 Planning Policy Context - Transport and Movement</b></p> <p><i>What the NPPF says</i></p> <p>11.5.1 NPPF provides a general background and desire for sustainable communities. Transport is important both for wider sustainability and health objectives. Stresses safe environments, cycling, pedestrian movement, public transport etc as one would expect. 11.5.2 <b>Paragraph 17</b> lists as one of the core planning principles that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.</p>	<p>11.5.5 <b>Paragraph 31</b> advises that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.</p>
11.4.18 The strategy recognises that it is important to get the balance right for the users such as residents, shoppers and visitors and also to serve the needs of the disabled, coach parking etc. Operating and maintenance of the Council’s car parks is covered by the revenue derived.	<p>11.5.3 <b>Paragraph 29</b> advises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p>	<p>11.5.6 <b>Paragraph 32</b> advises that plans and decisions should take account of whether:</p> <ul style="list-style-type: none"> <li>• the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;</li> <li>• safe and suitable access to the site can be achieved for all people; and</li> <li>• improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.</li> </ul>
11.4.19 Car parks require a competitive tariff and the Council considers current tariffs to be correct. Pay and display is the current option. Pay on foot has been considered but rejected as not easy to implement and too costly.		
11.4.20 Signage is important and needs to be clear so as to help visitors. There is a recognised lack of cycle and coach parking which needs to be addressed.		
<b>The Lancashire Rights of Way Improvement Plan (ROWIP) 2005</b>		
11.4.21 Produced to meet the requirements of the Countryside and Rights of Way (CROW) Act 2000. Assesses the extent to which rights of way meet the present and likely future needs of the public, the opportunities provided by	<p>11.5.4 <b>Paragraph 30</b> says that encouragement should be given to solutions which support reductions in greenhouse gas emissions and</p>	<p>11.5.7 <b>Paragraph 33</b> says that when planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and</p>

	emergency service needs. Plans should take account of the Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.		
11.5.8	<b>Paragraph 34</b> says that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in the Framework, particularly in rural areas.	11.5.11	<b>Paragraph 38</b> advises that for larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.
11.5.9	<b>Paragraph 35</b> advises that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: <ul style="list-style-type: none"> <li>• accommodate the efficient delivery of goods and supplies;</li> <li>• give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;</li> <li>• create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;</li> <li>• incorporate facilities for charging plug-in and other ultra-low emission vehicles; and</li> <li>• consider the needs of people with disabilities by all modes of transport.</li> </ul>	11.5.12	<b>Paragraph 39</b> says that if setting local parking standards for residential and non-residential development, local planning authorities should take into account: <ul style="list-style-type: none"> <li>• the accessibility of the development;</li> <li>• the type, mix and use of development;</li> <li>• the availability of and opportunities for public transport;</li> <li>• local car ownership levels; and</li> <li>• an overall need to reduce the use of high-emission vehicles.</li> </ul>
11.5.10	<b>Paragraph 37</b> says that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.	11.5.13	<b>Paragraph 40</b> advises that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.
		11.5.14	<b>Paragraph 41</b> advises that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.
		11.5.15	<i>Fylde Local Plan (adopted 2005)</i> <b>Policy TR5</b> says that large scale new developments, involving over 100 dwellings or
		11.5.16	over 3 hectares of land, will only be permitted where: <ol style="list-style-type: none"> <li>1. The location is served by a satisfactory existing level of public transport, or, as a result of investment by the developer, is brought to a satisfactory level of service, before the development is first occupied;</li> <li>2. Adequate bus stopping, waiting and turning facilities exist, or are provided by the developer in or near the development.</li> </ol>
		11.5.17	Where necessary, the council will negotiate an agreement with the developer to secure the level of service and/or facilities referred to.
		11.5.18	<b>Policy TR6</b> seeks to retain specified car parks in their existing use. These are: NCP multi-storey car park; North Promenade, St. Anne's Pier; and Wood street
		11.5.19	<b>Policy TR7</b> says that the development of additional on street parking will be permitted within the town centre at St. Anne's Road West (The Square), Orchard Road and Park Road.
		11.5.20	<b>Policy TR10</b> sets out criteria for development which includes car parks
		11.5.21	<b>Policy TR13</b> safeguards a corridor of land for the proposed Heyhouses to M55 link.
			<b>Policy TR14</b> says that the open lands of the airport will be safeguarded from development under Policy SP3. The continuing operation and viability of the airport as a sub-regional facility will be supported. Development required in relation to the operation of the airport will be located in the areas outside the green belt identified on the proposals map.

*The Emerging Local Plan*

- 11.5.22 **The Fylde Local Plan to 2030 Part 1- Preferred Options paper** sets out the following policies relating to Transport and Movement.
- 11.5.23 **Strategic Objective 3** is: Making services accessible by:
1. Taking an integrated approach to the location of development with improved accessibility to key facilities (by walking, cycling and public transport) in order to provide the opportunity for reduced reliance on the private car.
  2. Reducing rural isolation and social exclusion through the protection and provision of public transport, key services and facilities such as local shops and doctors' surgeries. This may be linked to limited amounts of new housing in the rural villages.
  3. Promoting the South Fylde Rail Line and its Community Rail Partnership status, including improved access to Blackpool International Airport and supporting proposals for a link to a new junction 2 of the M55 motorway.
  4. Facilitating appropriate development at Blackpool International Airport.
  5. Encouraging the improvement/ construction of the M55/Heyhouses Link Road.
  6. Continuing the Council's involvement in key decisions seeking to improve congestion on the A585 trunk road, particularly seeking to deliver the M55 to Norcross Link Road.
  7. Improving access and provision of Park and Ride and a pedestrian lift at Kirkham

and Wesham Railway Station.

11.5.24 **Policy T1** - Strategic Highway Improvements: says that a corridor of land within Fylde Borough, including the option south of Mains Lane, is proposed for the route of the M55 – Norcross Link Road (the Blue Route), as shown on the FBLP Proposals Map. Development which would prejudice the future implementation of the road scheme will not be permitted. The following strategic highway improvements will be supported: a) The M55 to Norcross Link Road b) The M55 to Heyhouses Link Road c) The M55 junction 2 and Preston Western Distributor. The A585(T) Corridor Study will also be supported.

11.5.25 **Policy T2** - Blackpool International Airport: says that the open lands of the airport identified on the FBLP Proposals Map will be safeguarded from non airport related development and the continuing operation and viability of the airport as a sub-regional facility will be supported. Further development required in relation to the operation of the airport, or development of ancillary leisure uses, will be located in the areas outside the Green Belt identified on the FBLP Proposals Map, unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt.

11.5.26 **Policy T3** - Enhancing Sustainable Transport Choice: says that in order to secure the long term viability of the Borough and allow for the increased movement of people and goods, the Council will work with neighbouring authorities and transport providers to improve accessibility, safety and quality of life for residents and reduce the Borough's carbon footprint. Over the Local Plan period the

Council will seek to:

- a) Improve community health and wellbeing by providing alternative means of transport such as walking and cycling. This will be achieved through the provision of additional footpaths, cycleways and bridleways, where appropriate, and locating new development where they are currently available;
- b) Reduce the environmental impact of transport through suitable mitigation and design;
- c) Reduce transport emissions, such as carbon dioxide and other greenhouse gases, by encouraging greater usage of public transport facilities;
- d) Reduce congestion in the Borough's key service centres to promote competitiveness and enhance the tourism economy;
- e) Actively promote travel plans for all new developments, in accordance with Department for Transport guidance on transport assessments;
- f) Improve public transport to rural parts of the Borough and, where appropriate, support and implement innovative rural transport initiatives;
- g) Provide a Park and Ride scheme at Kirkham and Wesham station, along with improved access to station platforms; and
- h) Improve and upgrade the South Fylde railway line.

**Please note the information relating to the emerging Fylde Local Plan has been superceded. Please see separate main addendum to this document- "Planning Policy" November 2015**

11.5.27 **Policy T4** - Parking Standards: says that the Council will apply the parking standards included in Appendix 4 until such time as they are reviewed locally. A flexible approach will be applied, dependent on the location of the development concerned.

## 11.6 Key Issues

Ref	Key Issues	Comments / Possible Options
<b>1</b>	<b>Public Transport</b>	
1.1	Additional bus services will be required linked to areas of new housing development. Fylde BC is encouraging green travel plans with new applications	<ul style="list-style-type: none"> <li>Identify requirements</li> <li>Policy requiring new development to consider public transport provision and address any deficiency</li> <li>Include proposal in the Implementation Plan</li> </ul>
1.2	Can current overall bus services be improved	<ul style="list-style-type: none"> <li>Policy requiring new development to consider public transport provision and address any deficiency</li> </ul>
<b>2</b>	<b>Rail</b>	
2.1	<p>South Fylde Line – layover</p> <p>Need to consider what potential there is for action, options may be limited.</p> <p>Probably little can do directly- but consider necessary improvements to existing railway stations, including potential need for additional park and ride parking.</p> <p>Assess new ‘control period ‘ funding once available in 2014</p> <p>May not be any funding in new plan period – usage levels may need to increase significantly before further investment in the line</p>	<ul style="list-style-type: none"> <li>Policy to encourage station improvements/park and ride</li> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
2.2	<p>South Fylde Line – loop</p> <p>Assess new ‘control period ‘ funding once available in 2014</p> <p>May not be any funding in new plan period – usage levels may need to increase significantly before further</p>	<ul style="list-style-type: none"> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
2.3	Extension of Blackpool LRT south	<ul style="list-style-type: none"> <li>Investigate status of SINTROPHER Project funding before considering specific policies or proposals</li> <li>Implementation Plan</li> </ul>

<b>3</b>	<b>Cycling</b>	
3.1	Improvements to St. Anne's to Lytham cycle routes Are there notable gaps, small scale minor improvements which will make a big difference overall?	<ul style="list-style-type: none"> <li>• Policy to facilitate improvements</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
3.2	Improvements to routes north to Blackpool including Queensway, Midgeland Road and Wilding Lane	<ul style="list-style-type: none"> <li>• Policy to facilitate improvements</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
<b>4</b>	<b>Pedestrians</b>	
4.1	Opportunities for improved wider promenade as a result of coastal defence work	<ul style="list-style-type: none"> <li>• Policy to facilitate improvements</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
4.2	Is there potential for a Community Activity Trail- an integrated pedestrian/ cycle network-linking key recreation and social infrastructure assets, including linking new peripheral developments with town core. Potential health, lifestyle and economic benefits	<ul style="list-style-type: none"> <li>• Policy to facilitate improvements</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
<b>5</b>	<b>Car Parking</b>	
5.1	Current level of public parking – is it sufficient based on projected population increase? Will there be sufficient spaces to “capture”/ serve the new population (in particular on edge of settlement) at local and town centre's to prevent leakage of trade?	<ul style="list-style-type: none"> <li>• Consider specific policies to encourage new car park provision</li> </ul>
5.2	Are the current boundaries of the town centre on-street parking area correct?	<ul style="list-style-type: none"> <li>• Review boundaries</li> <li>• Consider specific policy in relation to new boundaries</li> </ul>
5.3	Improved signage	<ul style="list-style-type: none"> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
5.4	Enforcement of parking restrictions in town centre-impacting on businesses	<ul style="list-style-type: none"> <li>• Management Issue</li> </ul>
<b>6</b>	<b>Blackpool International Airport</b>	
6.1	Are there any issues relating to the operation/ future development of Blackpool Airport International Airport which the NDP could /should address?	
<b>7</b>	<b>M55 Link Road</b>	
7.1	At present the only two routes into St. Anne's are Queensway (B5261) or Clifton Drive North (A584) North Houses Lane (the “moss” road) is closed indefinitely. Both roads are already heavily used and the closure of one in the event of roadwork's etc has a severe impact on the other route.	<ul style="list-style-type: none"> <li>• The developers of the new Queensway estate have agreed to provide a link road from the development to the M55 near B&amp;Q.</li> <li>• Construction has not yet started and discussions are ongoing.</li> </ul>

## REFERENCES & DOCUMENTS REVIEWED

1. Lancashire Local Transport Plan – 2011 to 2021
2. The Lancashire Rights of Way Improvement Plan (ROWIP) 2005.
3. Fylde Car Parking Strategy (2009);
4. The National Planning Policy Framework – DCLG-2012
5. Fylde Borough Local Plan-May 2003
6. Fylde Borough Local Plan Alterations Review - October2005
7. Fylde Local Plan to 2030: Part 1 - Preferred Options - July 2013
8. Developing Infrastructure Development Plan – Fylde BC- (2013)
9. National Planning Practice Guidance-DCLG-2014
10. Draft Fylde Coast Highways and Transport Masterplan (2015)

# Chapter 12

## Culture & Community Infrastructure





## 12.0 Culture & Community Infrastructure

### 12.1 Introduction

12.1.1 This section describes the existing provision of cultural, recreational and other social infrastructure in the St. Anne's area, and explains the current planning policy context.

### 12.2 Cultural Facilities

12.2.1 Table 12.1 below lists the Key cultural related facilities within the NDP Area (see also Figure 12.1):

**Table 12.1:** Key Cultural Facilities

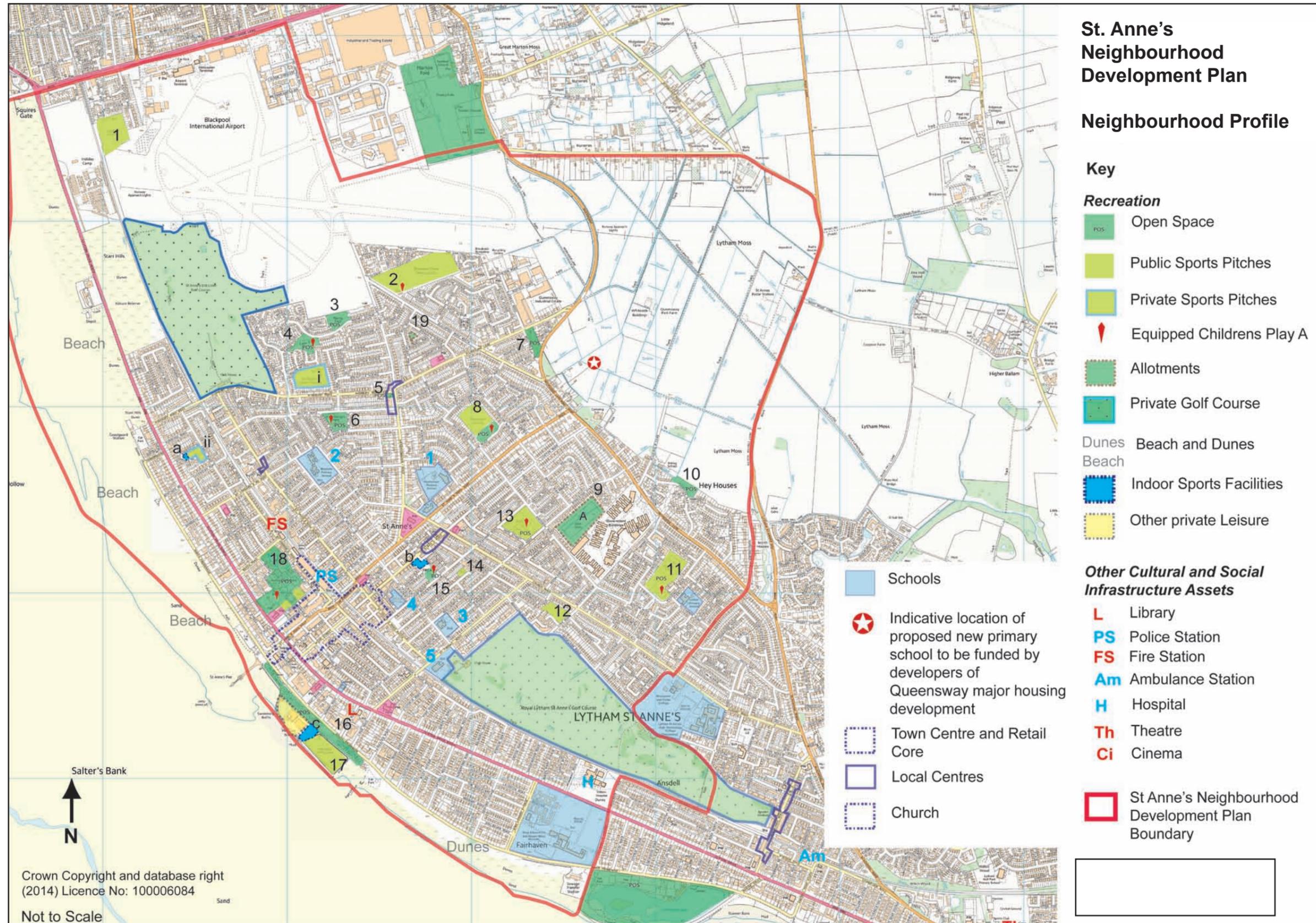
Name of Facility	Address	Comments/ Issues
St. Anne's Library	254 Clifton Drive South, St. Anne's on Sea, Lancs FY8 1NR	Lancashire County Council
Island Cinema	S Promenade Lytham St Anne's Lancs FY8 1LY	Private
Lowther Pavillion Theatre	Lowther Terrace Lytham St. Anne's FY8 5QQ	Located Just outside NDP Area

12.2.2 Table 12.2 sets out current education facilities within the St. Anne's NDP Area. It should be noted that catchment areas for these schools may extend beyond the NDP boundary.

**Table 12.2:** Education Facilities

Plan Ref	School Name	Address	Type	Latest OFSTED Overall Assessment Report
1	Heyhouses Endowed C Of E Primary School	Clarendon Road North, Lytham St Anne's FY8 3EE	Primary	Outstanding
2	Lytham St. Anne's Mayfield Primary School	St. Leonards Road East, Lytham St. Anne's, FY8 2HQ	Primary	Good
3	Our Lady Star Of The Sea Catholic Primary School Lytham St Anne's	Kenilworth Road Address4: St. Anne's Lytham St Anne's FY8 1LB	Primary	Outstanding
4	Oak Tree Children's Centre	Sydney Street Lytham St. Anne's FY8 1TR	Primary	
5	St Thomas Ce Primary School	St Thomas Road St Anne's FY8 1JN	Primary	Good
6	Clifton Primary School	Clitheroe Road Ansdell Lytham St Anne's FY8 3PY	Primary	Good
7	Lytham St. Anne's Technology And Performing Arts College	Worsley Rd, Lytham St. Anne's, FY8 4DG	Secondary	Good
8	Arnold Keqms ("Aks"), Clifton Drive South, Lytham St. Anne's, Lancashire. Fy8 1DT Tel: 01253 784100		Private, Age 2 to 18	
9	St. Anne's College Grammar School	293 Clifton Drive South, Lytham St. Anne's, Lancashire. Fy8 1hn Tel: 01253 725815	Private, Age 2 to 18	

**Figure 12.1: Cultural & Social Assets**



## Capacity Issues

12.2.3 The Fylde BC document Developing Infrastructure Delivery Plan for Fylde (June 2013) states that whilst there is an overall surplus of primary school places in Lytham and St. Anne's, several schools are at capacity, namely:

- Clifton Primary School
- Ansdell Primary School
- Heyhouses Endowed Church of England Primary School
- St Peter's Catholic Primary School (outside NDP area)
- Lytham Hall Park Primary School (outside NDP Area)

Lancashire County Council has projected that there will be a significant overall shortfall of primary school places within the next five years, taking account of the recent expansion of Lytham Hall Park Primary School and the assumption that the proposed expansion of Heyhouses Endowed CE Primary School is approved. LCC has identified the Lytham and St. Anne's area as a hot spot where additional places are likely to be needed in the near future.

The Section 106 agreement in place for the Queensway site will provide for a new primary school, but this will predominantly serve the Queensway development. Therefore, there will be further primary school provision required if housing demand and births continue to increase at the same rate.

Given the potential additional new housing provision identified in Chapter 8: Housing (in addition to that at Queensway) there may need

to be additional primary school provision in the area. The timing of the proposed new primary school on the Queensway site will also be critical if existing local primary schools are not to be placed under greater pressure.

## 12.3 Health Provision

### Primary Health Services

12.3.1 Primary health care provision in the NDP area is the responsibility of the NHS Fylde and Wyre Clinical Commissioning Group (CCG). Table 12.3 lists the current GP services available for the area:

**Table 12.3:** GP Medical Practices

Name	Address
Old Links Surgery	104 Highbury Road, FY8 2LY
Popular House Surgery	24/26 St. Anne's Road East, FY8 1UR
Park Medical Practice	St. Anne's Health Centre, Durham Ave, FY8 2EP
Clifton Medical Practice	St. Anne's Health Centre, Durham Ave, FY8 2EP
Andsell Medical Centre	Albany Road, FY84GW

The Strategic priorities of the CCG are stated as being (source web site: <http://www.fyldeandwyreccg.nhs.uk/>)

*We have developed our commissioning priorities based on the health need of our local population and extensive consultation with local people.*

*Our priorities focus on three areas:*

- *Supporting people with long-term conditions;*
- *Preventing ill health;*
- *Commissioning safe, quality services.*

*Supporting people with long-term conditions*

*This includes:*

- *Developing more socio-medical model of care (ie where social and environmental factors are considered as well as medical ones);*
- *Reducing hospital admissions;*
- *Reducing cancer deaths;*
- *Improving outcomes for people who have had a stroke;*
- *Improving diabetes, heart failure, COPD, Mental Health, use of AQUA.*

### Preventing ill Health

*This includes:*

- *Ensuring a better start in life for children;*
- *Reducing the number of children who are obese;*
- *Reducing the number of mothers who smoke.*

### Commissioning safe, quality services

*This includes:*

- *Improving urgent care services;*
- *Provide better care at home and in the community for at-risk patients;*
- *Improving access to a GP;*
- *Ensuring equality of access and choice to patients undergoing planned procedures*

- Improving mental health and dementia services
- Improving end of life care, with more choice and better information for patients and carers

The CCG has recently agreed a Commissioning Plan for 2013-14 which sets out plans for the current year.

### Secondary and Acute Medical Services

12.3.2 Secondary and Acute medical services are provided by the Blackpool Fylde & Wyre Hospitals NHS Foundation Trust. Acute and emergency services are available at the Blackpool Victoria Hospital. Clifton Hospital which is located within the NDP area is a community hospital that provides non-acute, rehabilitation and respite care for those with long-term conditions.

## 12.4 Recreation and Open Space

12.4.1 Tables 12.4 to 12.6 list the various recreation and open space assets available to residents and visitors within the study area (see also Figure 12.1). It should be noted that this is purely an audit of existing provision and does not reflect a formal assessment of need, quality or adequacy of provision.

**Table 12.4:** Public Recreation, Open Space and Outdoor Play Facilities in St Anne's

Plan Ref	Name/ Location	Formal Park	Informal Grassed Area	Football Pitch/s	Bowling Green	Tennis	Other	Children's Play Area (Typology*)	Approx Area (ha)	Comments
1	Martin Avenue		No	Yes				No	2.30	
2	Blackpool Road Playing Field			Yes				Yes	5.65	
3	Rodney Avenue		Yes					No	0.77	
4	Napier Close		Yes					No	0.85	
5	Highbury Road		Yes					No	0.06	Sitting Out area/pocket park
6	King George's Field		Yes					Yes	0.98	
7	Mellings Lane							No	0.75	Wooded Area
8	Ramsgate Road		Yes	Yes				Yes	0.49	Part of larger recreation area
9	Rear of Shepherd Road							No	3.0	
10	Jubilee Way		Yes					No	0.23	
11	Waddington Road		Yes	Yes				Yes	2.89	
12	Lima Road		Yes	Yes				No	0.88	
13	Hope Street		Yes	5-aside	yes	yes	Netball/	Yes	2.32	
14	Warwick Road				Yes			No	0.16	
15	Hove Road		Children's Equipped Play Area					Yes	0.34	
16	Promenade Gardens	Yes						No	1.38	
17	St. Anne's Mini Golf Course						Mini Golf Course			
18	Ashton Gardens	Yes			Yes			Yes	5.0	

**Table 12.5:** Private Sports Pitches and Facilities in St Anne's

Plan Ref	Name/Location	Formal Park	Informal Grassed Area	Football Pitch/s	Bowling Green	Tennis	Other	Comments
i	St. Anne's Cricket Ground						Cricket	
ii	St. Anne's Lawn tennis and Squash Club					Yes		

**Table 12.6:** Public and Private Indoor Sports Facilities in St Anne's

Plan Ref	Name/Location	Formal Park	Informal Grassed Area	Football Pitch/s	Bowling Green	Tennis	Other	Comments
a	St. Anne's Lawn tennis and Squash Club						Squash	
b	YMCA						Swimming, Gym, MultiSports	

*The Beach and Sand Dunes*

12.4.2 In addition to the inland recreational facilities the large expanse of Beach and Sand Dunes represent a major, and perhaps under exploited recreational resource (subject to environmental considerations).

**12.5 Fylde Borough Council Open Space, Sport And Recreation Study: Strategy and Action Plan-2008**

12.5.1 This document which undertook an assessment of the needs and adequacy of provision of Open Space and Outdoor playing facilities in Fylde was prepared as a requirement of the now revoked Planning Policy Guidance 17: Planning for Open space, Sport and Recreation and was completed in 2008.

12.5.2 **The Study (see Table 12.7 overleaf):**

- identifies St. Anne's as a Category 1 Settlement in its hierarchy of open space and recreation provision;
- sets out recommended aspirational standard of provision (per 1,000) population for the various typologies; and
- sets out a recommended accessibility standard for each typology; and identifies notional deficiencies.

**Table 12.7:** Summary of Findings of Fylde Borough Council Open Space, Sport and Recreation Study: Strategy and Action Plan-2008 for St Anne's

Typology	Recommended Aspirational Standard (ha per 1,000 pop)	Accessibility	Notional Deficiency Identified in 2008
Parks and gardens	0.79	All residents to be within 400m of a local park and/or 1,200m of district park and/or 3,200m of a borough park	Accessibility gap to Amenity Green space for residents in northern (squires Gate) part of NDP area. Because of Airport impacting on accessibility and linkages with other parts of St. Anne's-no action recommended
Natural/semi natural greenspaces	0.60	All residents to be within 1,000 metres of natural/semi natural greenspace.	
Amenity greenspaces	1.04	All residents to be within 1,000 metres of amenity greenspace provision.	
Allotments	0.16	All residents to be within 1,000 metres of high quality allotment provision	Notional deficiency of 0.6 ha
Cemeteries	0.15	N/A	
Children's play areas	0.10	All Category 1 and 2 settlements within 400m of a LEAP; provision of a NEAP, casual play area and youth facility in each analysis area	Accessibility gap to Children's play space provision in northern (squires Gate) part of NDP area. Because of Airport impacting on accessibility and linkages with other parts of St. Anne's-no action recommended
Civic Spaces	0.02	All residents in Category 1 and 2 settlements to be within 1,000 metres of high quality civic space provision.	
Green corridors	N/A		
Outdoor sports facilities	0.23	All teams to have access to appropriate site at relevant time.	

12.5.2 The study concludes in respect of St. Anne's that it has no overall deficiencies, other than in allotment provision (this has subsequently been partly addressed by the Town Council through the provision of a new allotment at Blundell Road in 2011), and the gap in accessibility to green space and children's play areas to the residential areas on Squires Lane in the northern part of the study area.

12.5.4 A summary of other key relevant findings of the study in relation to St. Anne's are:

#### Parks and Gardens

Report Findings	Comment/ Potential Relevance to NDP
Sustainable means of investment needs to be put in place before the parks lose their ability to meet current user needs.	
The Borough has a legacy of historic Parks and Gardens, which require significant investment. These require full restoration management plans and relevant funding strategies  There is a Ashton gardens 2013-2023 Management and Maintenance plan and further info on current work/proposals to restore waterfall feature as per 1920 design. <a href="http://www.fylde.gov.uk/resident/gardens/ashtongardens/">http://www.fylde.gov.uk/resident/gardens/ashtongardens/</a>	
Parks and open spaces require a hierarchical approach to their management, maintenance and provision. This will determine the major sites as high priorities due to their location, use and historic designations.	This could be linked to green infrastructure and community activity trail
Parks and open spaces have a significant part to play in the local economy with regards to Tourism income, and in consequence it is essential that a higher than average standard be maintained in these areas with subsequent increased management and maintenance implications.	Noted-Future improvements and linkages between spaces could enhance the visitor experience.
In many areas improving and enhancing the accessibility and quality of existing provision will be more important than new provision.	Potential link to green infrastructure and community activity trail
Residents believe that the provision of parks and gardens is adequate in Lytham and St Anne's.	This should be reviewed in context of potential population growth.
Residents believe that all parks and gardens in Fylde should be of a similar high standard to Lowther Gardens or Park View Road, which offer a range of amenities for users. (There is a Ashton gardens 2013-2023 management and maintenance plan and further info on current work/proposals to restore waterfall feature as per 1920 design) <a href="http://www.fylde.gov.uk/resident/gardens/ashtongardens/">http://www.fylde.gov.uk/resident/gardens/ashtongardens/</a>	Check with FBC re recent improvements to Aston Gardens.
Parish and Town councils require strategic assistance to develop their community parks and recreation grounds to meet the needs of the community.	

### Natural/Semi Natural Greenspace

Report Findings	Comment/ Potential Relevance to NDP
The role of the 7.5Km stretch of beach, foreshore and dune lands from Starr Gate to Freckleton marshes must be recognised as Country Park designation. This needs to be reflected in the future service management objectives.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
High value is placed upon semi-natural sites due to their biodiversity and ecological value. They are also valued for the variety of opportunities that they offer to users such as informal play, health, well being and social inclusion benefit and amenity/sense of place.	These sites within the NDP should be afforded additional protection as appropriate through the NDP. They should be incorporated into the Green Infrastructure strategy-linked to additional promotion/ management to maximise access and protection.
Consultation suggests that although there is a significant provision of semi-natural greenspace, the sites are not sufficiently open and accessible. Through greater community engagement and education this perception could be diminished.	
The coastal nature of Fylde is highly regarded. The coast provides a valuable open space resource for both residents and visitors to the Borough.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
There is demand for greater publicity about the potential of sand dunes as an important resource which can meet the needs of a variety of users including walkers, children and young people.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
The conservation, educational, health and tourism value of these sites could be massively improved with the creation of a Coast and Countryside Service.	.
The development of a signature building on the gateway to the beach foreshore and dunes system would give a better focus for community activity and improve tourism.	
The local nature reserve situated adjacent to Pontins Holiday Camp requires a long term vision and master plan.	Consultation with FBC-Potential to incorporate into Green Infrastructure Strategy for NDP
Resources must be identified to implement the sand dunes action plan.	Fyde BC Dunes officer Appointed.

### Green Corridors Summary

Report Findings	Comment/ Potential Relevance to NDP
The role of the 7.5Km stretch of beach, foreshore and dune lands from Starr Gate to Freckleton marshes must be recognised as Country Park designation. This needs to be reflected in the future service management objectives.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
High value is placed upon semi-natural sites due to their biodiversity and ecological value. They are also valued for the variety of opportunities that they offer to users such as informal play, health, well being and social inclusion benefit and amenity/sense of place.	These sites within the NDP should be afforded additional protection as appropriate through the NDP. They should be incorporated into the Green Infrastructure strategy-linked to additional promotion/ management to maximise access and protection.

Consultation suggests that although there is a significant provision of semi-natural greenspace, the sites are not sufficiently open and accessible. Through greater community engagement and education this perception could be diminished.	
The coastal nature of Fylde is highly regarded. The coast provides a valuable open space resource for both residents and visitors to the Borough.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
There is demand for greater publicity about the potential of sand dunes as an important resource which can meet the needs of a variety of users including walkers, children and young people.	Noted-the beach and dunes represent potential major recreation assets as part of green infrastructure strategy and linked by community activity trail.
The conservation, educational, health and tourism value of these sites could be massively improved with the creation of a Coast and Countryside Service.	
The development of a signature building on the gateway to the beach foreshore and dunes system would give a better focus for community activity and improve tourism.	
The local nature reserve situated adjacent to Pontins Holiday Camp requires a long term vision and master plan.	Consultation with FBC-Potential to incorporate into Green Infrastructure Strategy for NDP
Resources must be identified to implement the sand dunes action plan.	Sand Dune Officer appointed by Fylde BC

#### Amenity Greenspace

Report Findings	Comment/ Potential Relevance to NDP
Consultation indicates that Public Rights of Way (PROW) across the Borough are generally of good quality. In particular users commend the implementation of reporting systems that are in place across the Borough for footpaths and cycle paths. However, there is a perception that bridleways require more attention particularly along Lytham Moss.	PROW network is not extensive within the NDP area-potential for new linkages to be explored as part of community activity trail.
Residents suggest that improvements are required to the PROW network in terms of connectivity. Users believe that access is limited and that neighbouring authorities are better served by PROW. There are aspirations to establish better links across the Borough and greater off-road provision	PROW network is not extensive within the NDP area-potential for new linkages to be explored as part of community activity trail.

## Children's Play Areas

Report Findings	Comment/ Potential Relevance to NDP
The quality of play areas varies across the Borough. The highest scoring quality sites offer a range of opportunities for children of a variety of ages, whilst low quality sites are rated as such because of the lack of facilities.	Consultation and update from FBC required on this section.
Consultation identified a shortfall in provision for over 11's and also of formal play opportunities across the Borough.	Subject to Fylde BC Open Space update study 2015?
A problem pertaining to play areas across the Borough is the lack of variety of equipment. Residents highlight difficulties taking children of different ages to play areas as there is often insufficient equipment to accommodate a cross section of age groups. It is in this respect that Park View Road is regarded to be one of the best play areas in the Borough accommodating children and young people all of ages.	
Consultation further highlighted the need to fully implement the Borough Play Strategy.	
Securing external funding and fully utilising developers' section 106 contributions should be fully maximised.	
Children's play must be accelerated up the political agenda.	
Improved marketing and promotion will increase the profile of Children's play.	

## Allotment

Report Findings	Comment/ Potential Relevance to NDP
Management of allotment sites is split between respective town/parish councils, FBC and allotment associations. There is a lack of strategic management of provision across the Borough. However, this does not appear to impact on the quality or usage of provision.	The Town Council have responsibility for Allotment provision within St. Anne' parish. Due to effective management the waiting list now totals 18 people waiting with average waiting time for a plot is 6-8 months.
Users are, in the main, content with the quality and management of allotments. However, consultation and waiting list figures indicate that current provision is not meeting demand.	No demand for additional allotments at the moment, but review in conjunction with any future planning applications for major residential development.

## Cemeteries

Report Findings	Comment/ Potential Relevance to NDP
Consultation identifies few quality issues impacting upon the usage of sites.	
Opportunities exist to utilise sites for greater amenity value and to encourage greater use of sites as an open space resource. There is also an opportunity to engage local communities and schools to explore the educational benefits offered by the sites in terms of their historical/heritage value.	
Additional burial land beyond the existing site boundary must be secured for future burials.	N/A

## Civic Space

Report Findings	Comment/ Potential Relevance to NDP
No shortfall in provision has been identified through consultation, suggesting that there is no specific need for additional civic space in Fylde.	
Civic spaces are highly valued and play an important role in facilitating town centre community events. In particular, these include the two areas within St. Anne's Square that are used for civic entertainment and farmers markets etc and the Market Square at Kirkham.	Noted

## Bowls

Report Findings	Comment/ Potential Relevance to NDP
No latent demand was identified for additional provision.	Review in context of population growth
There is opportunity to improve the existing facilities through external funding .The bowling clubs must be supported and encouraged to apply for this.	

## Golf

Report Findings	Comment/ Potential Relevance to NDP
There are five golf courses in Fylde. They are privately owned and managed.	Potential for incorporation into Green Infrastructure Strategy and Community Activity Trail?
No latent demand was identified for additional provision.	
The pitch and putt course on the promenade requires investment. Private sector partnerships should be explored.	Consult/ check with FBC

## Tennis

Report Findings	Comment/ Potential Relevance to NDP
No latent demand was identified through consultation with clubs. Current levels of demand are already met. It is envisaged that any future demand can be accommodated by existing facilities where there appears to be significant capacity available.	
Floodlighting sites, which are operating at over current capacity, will alleviate overplay and enable clubs to take on new members.	
According to Sport England's Active Places Power analysis of demand, there is generally good provision in terms of quantity of indoor facilities in Fylde. The analysis takes account of swimming pools and sports halls.	

The analysis suggests an over supply of sports halls in the Borough and there is no apparent need for additional provision. However, a review of access to schools is required, as access is considered to be limited. The analysis does not take account of quality issues.	Subject to Fylde BC Open Space and Playing Pitch update
The analysis suggests an over supply of swimming pools in the Borough and there is no apparent need for additional provision. However, a review of access to private provision (hotels in particular) is required, as it is considered to be limited. The analysis does not take account of quality issues.	
Swimming pool provision is concentrated in the more urban areas of St. Anne's and Kirkham.	
According to KKP's analysis of demand, Fylde is significantly under-provided in terms of fitness provision, both in terms of current and future demand. Anticipated demand by 2016 equates to the need for an additional 114 fitness stations.	Subject to Fylde BC Open Space and Playing Pitch update

### Indoor Sports

Report Findings	Comment/ Potential Relevance to NDP
No latent demand was identified through consultation with clubs. Current levels of demand are already met. It is envisaged that any future demand can be accommodated by existing facilities where there appears to be significant capacity available.	
Floodlighting sites, which are operating at over current capacity, will alleviate overplay and enable clubs to take on new members.	
According to Sport England's Active Places Power analysis of demand, there is generally good provision in terms of quantity of indoor facilities in Fylde. The analysis takes account of swimming pools and sports halls.	
The analysis suggests an over supply of sports halls in the Borough and there is no apparent need for additional provision. However, a review of access to schools is required, as access is considered to be limited. The analysis does not take account of quality issues.	Subject to Fylde BC Open Space and Playing Pitch update
The analysis suggests an over supply of swimming pools in the Borough and there is no apparent need for additional provision. However, a review of access to private provision (hotels in particular) is required, as it is considered to be limited. The analysis does not take account of quality issues.	
Swimming pool provision is concentrated in the more urban areas of St. Anne's and Kirkham.	
According to KKP's analysis of demand, Fylde is significantly under-provided in terms of fitness provision, both in terms of current and future demand. Anticipated demand by 2016 equates to the need for an additional 114 fitness stations.	Subject to Fylde BC Open Space and Playing Pitch update

## Outdoor Sports

Report Findings		Comment/ potential relevance to NDP		
Outdoor pitch management needs to follow the Playing Pitch Strategy.				
External funding and new partnerships need to be explored to improve the Boroughs premier sites: Park View Playing Fields, Segar Hodgson and Blackpool Road Playing Fields.				
12.5.5	<p><i>Blundell Road Allotments (0.12 ha)</i></p> <p>The Town Council created Blundell Road Allotments in 2011. It purchased the land and created around 30 plots. Part of these are let as small allotment plots at a nominal rent to the residents of St. Anne's. Part are available for community groups at no charge.</p>	12.5.9	<p>Key Theme 6 of the Draft Masterplan relates to: Culture, Leisure, Sport and Recreation. The Issues which the masterplan seeks to address are:</p> <ul style="list-style-type: none"> <li>• Potential future opportunities in the creative and cultural sectors – to grow the sector as an employer and increase its value-adding role for tourism, place, and well-being</li> </ul>	<ul style="list-style-type: none"> <li>• To work in partnership with the major leisure providers and clubs and organisations to ensure sustainable facilities and varied and diverse sports activities.</li> </ul>
12.5.6	<p>The award winning site is very popular because the plots are smaller than the larger ones available at Shepherd Road Allotments (that the Town Council also own/manage).</p>		<ul style="list-style-type: none"> <li>• Under-connected cultural and creative sector, with low levels of capacity and issues of limited growth, productivity and talent attraction.</li> </ul>	<p><b>12.6 Planning Policy Context-Culture and Social Infrastructure</b></p> <p><i>What the NPPF says</i></p> <p><b>12.6.1 Paragraph 17</b> of the NPPF states that planning should proactively drive and support sustainable economic development, and this includes the delivery of infrastructure. It also states that planning should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs; and should identify priority areas for infrastructure provision.</p>
12.5.7	<p><i>Other Public and Private Facilities</i></p> <p>The area's schools provide additional indoor and outdoor sports facilities. In addition, several hotels provide private gym and swimming pool facilities which are available to non- residents.</p>		<ul style="list-style-type: none"> <li>• Heritage assets in need of restoration.</li> <li>• Future potential of the sports facilities.</li> <li>• Future potential of local national and international events.</li> <li>• Future potential of the Leisure assets</li> </ul> <p><i>Proposed Key Actions</i></p>	
12.5.8	<p><i>Draft Fylde Coastal Masterplan-March 2014</i></p> <p>The purpose of the Fylde Coastal Master plan initiative is to collate and coordinate all current strategies and policy objectives for coastal protection, water quality, nature conservation, habitat improvement and landscape enhancement, conservation of the built and natural heritage, culture, leisure sport and recreation, tourism and the visitor economy, access and transportation and develop high level actions to address the major issues affecting the Fylde Coast.</p>		<ul style="list-style-type: none"> <li>• To work with the Cultural Partnership to develop a strategic framework to</li> <li>• maximise arts opportunities across the Fylde Coast and identify opportunities for investment.</li> <li>• To ensure that the LEP growth plan recognises Culture, Creative Industries and the Visitor Economy as key economic drivers.</li> <li>• To work in partnership with Sport England to Develop a sport plan.</li> </ul>	<p><b>12.6.2 Paragraph 21</b> requires that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure</p> <p><b>12.6.3 Paragraph 23</b> says that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should allocate a</p>

range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres.

12.6.4 **Paragraph 42** says that the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

12.6.5 **Paragraph 69** says that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

12.6.6 **Paragraph 70** says that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

12.6.7 **Paragraph 71** says that local planning authorities should take a positive and collaborative approach to enable development to be brought forward under a Community Right to Build Order, including working with communities to identify and resolve key issues before applications are submitted.

12.6.8 **Paragraph 72** says that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

12.6.9 **Paragraph 73** says that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

12.6.10 **Paragraph 74** says that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

<p>12.6.11 <b>Paragraph 75</b> says that planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.</p>	<p>12.6.15 Local Green Space designation is for use in Local Plans or Neighbourhood Plans. These plans can identify on a map ('designate') green areas for special protection.</p>	<p><i>Fylde Local Plan</i></p>
<p>12.6.12 <b>Paragraph 162</b> says that local planning authorities should work with other authorities and providers to:</p> <ul style="list-style-type: none"> <li>• assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and</li> <li>• take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.</li> </ul>	<p>12.6.16 Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs and the Local Green Space designation should not be used in a way that undermines this aim of plan making.</p>	<p>12.6.19 The Fylde Local Plan (As Altered) (2005) says that modern day society depends upon a range of community services and facilities, responsibility for which broadly lies outside the Borough Council. Lancashire County Council is responsible for state education, social services, police, fire, libraries and museums. The Blackpool, Wyre and Fylde Community Health Services NHS Trust and the North West Lancashire Health Authority (now Fylde and Wyre CCG) are responsible for health service provision. A range of other services including cultural, private, social, religious and private education are provided by private institutions and companies.</p>
<p>12.6.13 <b>Paragraph 171</b> says that local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being.</p>	<p>12.6.16 Local Green Space designation will rarely be appropriate where the land has existing planning permission for development. Exceptions could be where the development would be compatible with the reasons for designation or where planning permission is no longer capable of being implemented.</p>	<p>12.6.20 Part of the value of the local plan is to identify for service providers where the main areas of new development are to be located so that this information can be used effectively to plan investment and capital works. As such service providers are consulted on the main development proposals. This also helps to ensure that development takes place in areas that are capable of sustaining growth in terms of existing and planned infrastructure. Where service providers can identify land needs for new facilities e.g. new roads, schools, hospitals, cemeteries, safeguarding proposals can be included in the plan to facilitate their development.</p>
<p><i>Local Green Space Designation</i></p>	<p>12.6.17 The green area will need to meet the criteria set out in <b>Paragraph 77</b> of the National Planning Policy Framework. Whether to designate land is a matter for local discretion. For example, green areas could include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis.</p>	
<p>12.6.14 Local Green Space designation (para 76) is a way to provide special protection against development for green areas of particular importance to local communities.</p>	<p>12.6.18 Land designated as Local Green Space may potentially also be nominated for listing by the local authority as an Asset of Community Value. Listing gives community interest groups an opportunity to bid if the owner wants to dispose of the land.</p>	<p>12.6.21 Development by statutory undertakers and public service providers can sometimes have a significant effect on the environment and it is important that where such development requires planning permission it is carried out in an acceptable way in terms of location, siting, design, materials and landscaping. It is also important that where facilities are to be visited by the community at large, they should be</p>

well-related to existing urban development and easily accessible to the population they serve, not only in terms of private transport but also in terms of access by foot, cycle and public transport.

12.6.22 **Policy CF1** says that development involving the provision, extension or improvement of community or utility services will be permitted, subject to the following criteria:

1. The development is located within a settlement except where necessarily required to provide a service to a rural area;
2. The development is appropriately located having regard to adjacent and nearby land uses and would not prejudice residential amenity;
3. The development is appropriately sited, designed and landscaped and would not prejudice visual amenities or the character of the area;
4. Adequate vehicular access, parking, loading and manoeuvring areas for vehicles can be provided;
5. Satisfactory foul and surface water drainage disposal arrangements can be provided.

12.6.23 **Policy CF3** says that the redevelopment of redundant school sites and other redundant educational establishments will be permitted providing that:-

1. The proposed land use is acceptable having regard to the nature of the site, adjacent and nearby land-uses and it would not prejudice residential amenity;
2. The development is appropriately sited, designed and landscaped and would not prejudice visual amenities or the character of the area;

3. Satisfactory vehicular access, parking, loading and manoeuvring facilities can be provided where appropriate;
4. Satisfactory foul and surface water drainage disposal arrangements can be provided.

12.6.24 The development of playing fields attached to redundant schools will not be permitted where they have special significance in terms of their recreational value or potential; or where they have a high amenity value and make a special contribution to the green space of an urban area; or where the area has a shortage of public open space or recreational play space.

12.6.25 **Policy CF4** advises that Children's day nursery schools provide a valuable function in today's society. Whilst these are normally acceptable, in principle, in residential areas, they can cause noise disturbance, additional traffic, vehicle manoeuvring and car parking problems. The policy says that to avoid such loss of amenities to local residents the Council considers that nurseries are best located in detached properties with large private gardens or other large buildings where the effect of their day to day operations would not have significant effect on neighbouring and nearby properties. It will be important that adequate on site car parking and dropping off areas are provided.

12.6.26 **Policy CF5** advises that residential care homes (including nursing homes, elderly persons' homes and other special care homes) are residential in character and appropriately located within residential areas. Development of such facilities can be by way of new-build or from conversion of large existing dwellings or

other buildings. Where residential care facilities are proposed, the amenities of residents in the locality need to be protected, and that undue disturbance or adverse change in character of the neighbourhood does not take place. Good design, adequacy of curtilage areas, landscaping and car parking are all important aspects of an acceptable scheme. Whilst residential in nature, the Council recognises that the development of an over-concentration of such uses could lead to a change of character in a locality and will seek to avoid this situation.

12.6.27 **Policy CF6** says that the community use of school facilities will be permitted providing that:-

1. The amenities of nearby or adjacent premises are not prejudiced;
2. Vehicular access and car and cycle parking facilities are adequate.

The justification text says that the Borough Council will support appropriate use of school facilities for community purposes and will encourage the County Council as local education authority and other private educational establishments to make facilities available where possible.

12.6.28 **Policy TREC 10** says that development proposals for rural recreational purposes in the countryside areas will be permitted provided that they do not prejudice agriculture, nature conservation and other environmental interests, or conflict with the quiet enjoyment of other recreational users of the countryside.

12.6.29 **Policy TREC 12** says that all existing indoor public and private sport and recreation facilities will be retained. Proposals for the redevelopment of such facilities for other purposes will not be permitted. Proposals to provide additional or improved sports and recreation facilities will be permitted within settlements providing the following criteria can be met

12.6.30 **Policy TREC 13** says that all existing areas of public open space will be safeguarded from development unless as a result of development, equivalent or improved provision would be achieved in the locality.

12.6.31 **Policy TREC 14** says that playing fields and recreational facilities, including the following facilities, will be safeguarded from development. Planning permission for development on playing fields and other recreational facilities will not be permitted unless certain specified criteria are met.

- Bowling Green, Warwick Road, St Anne's;
- Bowling Green, Hornby Road, St Anne's;
- Cricket Ground, Vernon Way, St Anne's;
- Tennis Courts, Avondale Road, St Anne's;
- Playing Field, Blackpool Road North, St. Anne's;
- Blackpool Football Club Training Ground, Martin Avenue, Squires Gate;
- Bowling Greens, Ashton Gardens, St George's Road, St Anne's;
- Tennis Courts, Bowling Greens, Fairhaven Lake, Inner Promenade, Lytham St Anne's;
- School Playing Fields.

12.6.32 **Policy TREC 15** says that The golf courses at the St. Anne's Old Links, Fairhaven, Lytham Green Drive And The Royal Lytham St. Anne's Golf Clubs will remain in their existing use. Development proposed within the golf courses will not be permitted unless it is associated with golf or sport or it is ancillary to the existing golf course use.

12.6.33 **Policy TREC 16** says that in countryside areas and green belts, the development of new golf courses and other outdoor recreational facilities requiring extensive areas of open land will be permitted subject to specified criteria being met.

12.6.34 **Policy TREC 17** says that within housing developments, the provision of an amenity open space with facilities for children's play, where appropriate, will be required to follow specified minimum standards.

12.6.35 Unless otherwise agreed the open space must be provided as a single central useable facility. For housing proposals that would produce or contribute to a development of 100 dwellings or more, the provision of twice the above requirements will be required. Arrangements will have to be made by developers to provide for effective future maintenance of areas of open space provided in accordance with this policy. Where the standards would require the provision of an open space of less than 0.2 ha or where for other reasons it is agreed between the developer and the council that the open space would be better provided off site, payment of a commuted sum will be sought to help provide additional or improved open space or other recreational facilities nearby where the benefits would serve the occupiers of the new development.

12.6.36 **Policy TREC 18** says that development on allotment gardens will not be permitted unless it can be demonstrated that little demand exists and the allotments are substantially under-used or that alternative equivalent or improved facilities will be provided in the same locality.

#### *The Emerging Local Plan*

12.6.37 The Fylde Local Plan to 2030 Part 1- Preferred Options paper says that a vital element of sustainable development is the provision and delivery of local services and infrastructure.

12.6.38 The Council is producing an Infrastructure Delivery Plan (IDP) which will identify the infrastructure required to deliver the Local Plan and how it will be delivered. In doing this, it will identify obstacles to the delivery of the Local Plan and how these will be overcome. The IDP will also identify gaps in funding, and will therefore inform the Community Infrastructure Levy (CIL), which is a levy the Council may use to charge on new developments. More information on CIL is set out in Policy INF2.

12.6.39 The Fylde Local Plan to 2030 Part 1- Preferred Options paper sets out the following policies relating to utilities and physical infrastructure.

**Strategic Objective 2 is:** to improve the environment by, inter alia, ensuring that infrastructure is available to enable new development, whilst protecting and enhancing the natural and built environment.

**Please note the information relating to the emerging Fylde Local Plan has been superceded. Please see separate main addendum to this document- "Planning Policy" November 2015**

**Strategic Objective 5 is:** to develop socially cohesive, diverse and healthy communities by

1. Engaging and empowering local communities to be involved in local matters that shape their areas.
2. Ensuring that new development seeks to address pockets of deprivation.
3. Increasing and enhancing open space provision throughout the Borough.
4. Promoting good health and wellbeing by providing accessible high quality open space in association with new developments.
5. Incorporating crime prevention measures into the design and layout of new development.
6. Reducing urban isolation and rural exclusion through the promotion of appropriate tenure mixes in new developments and improved accessibility to key services and facilities.
7. Promoting access to and support for lifelong learning opportunities and providing adequate school places.
8. Facilitating access to community facilities, including health and social facilities and developing socially cohesive, diverse and healthy communities by investment in existing and the provision of new formal sports facilities across the Borough.

12.6.40 Health and wellbeing considerations are referenced throughout the Local Plan. Policy HW1 concentrates on three particular aspects, namely the provision of health care services, access to healthy food and the requirement for Health Impact Assessments. It says that the Council will integrate public health principles and planning and help to reduce health inequalities by:

- a) Working with health care commissioners to support healthcare facilities and particularly to improve primary care and mental health care access and facilities;
- b) Where required by the priorities of Lancashire County Council and health care commissioners, identifying sites for new facilities reflecting the spatial distribution of need and the importance of accessibility and public transport provision;
- c) Seeking contributions, where appropriate and viable, towards new or enhanced facilities from developers where new housing results in a shortfall or worsening of provision;
- d) Safeguarding and encouraging the role of allotments, garden plots within developments and small scale agriculture and farmers markets in providing access to healthy, affordable locally produced food options.

12.6.41 **Policy INF 1 - Service Accessibility and Infrastructure** advises that the Infrastructure Delivery Plan identifies particular infrastructure requirements within the Borough that are needed to support the Local Plan and ensure delivery of sustainable communities.

12.6.42 The Policy states that new development will be required to provide essential site service and communications infrastructure and demonstrate that it will support infrastructure requirements as set out in the Infrastructure Delivery Plan.

In order for Fylde to protect and create sustainable communities, proposals for development should:

- a) Make the most of existing infrastructure by focusing on sustainable locations with the best infrastructure capacity;
- b) Mitigate any negative impacts on the quality of the existing infrastructure as a result of new development;
- c) Where appropriate, contribute towards improvements to existing infrastructure and provision of new infrastructure, as required to support the needs of the development;
- d) Where appropriate, demonstrate how access to services will be achieved by means other than the car; and where appropriate, demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended user(s) of the development; and
- e) Where new development is proposed in the areas of the Blackpool Periphery; Kirkham and Wesham; Lytham and St Anne's; and Warton that are affected by limitations on waste water treatment, they should be phased to ensure delivery of the development coincides with the delivery of an appropriate solution which meets the standards of the Council, the Statutory Undertaker and the Regulators.

12.6.43 The Council will support delivery of broadband in line with the Lancashire Broadband Plan and communications technology to all parts of the Borough and will encourage and facilitate its use in line with national policy.

12.6.44 **Policy INF 2 - Developer Contributions** recognises that all development, regardless of size and scale, places additional demands on services and facilities, impacting on their

ability to meet the needs of the community. The Community Infrastructure Levy (CIL) will create a system which will pass the cost of infrastructure improvements on to those developments above 100 m2 which are considered to be of a type viable to charge CIL. This will allow the Council greater autonomy over expenditure and ensure strategic infrastructure aims are met along with localised objectives.

12.6.45 The introduction of a CIL charging schedule will not remove the requirement for Section 106 planning obligations which will continue to be used in accordance with the tests set out within the CIL regulations. Planning obligations are a key delivery tool, providing the opportunity to secure financial contributions which mitigate against the localised impacts of development which would otherwise render the proposal unacceptable in planning terms.

12.6.46 The Infrastructure Delivery Plan identifies particular infrastructure requirements within the Borough that are needed to support the Local Plan and ensure delivery of sustainable communities. The CIL and Section 106 agreements will be vital in supporting the delivery of infrastructure, along with other funding streams.

12.6.47 The Policy states that new development will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the community. This may be secured as a planning obligation through a Section 106 agreement, where the development would otherwise be unacceptable, or through the Community Infrastructure Levy (CIL), at such time as the Council has prepared a Standard 12.6.48

Charging Schedule. The types of infrastructure that developments may be required to provide contributions towards include, but are not limited to:

- a) Utilities and Waste (where the provision does not fall within the utility providers legislative obligations);
- b) Flood prevention and sustainable drainage measures (see policy CL1);
- c) Transport (highway, rail, bus and cycle / footpath network, canal and any associated facilities);
- d) Community Infrastructure including health, education, libraries, public realm and community facilities (see glossary);
- e) Green Infrastructure (such as outdoor sports facilities, open space, parks, allotments, play areas, enhancing and conserving biodiversity and management of environmentally sensitive areas) (see policies ENV3 and ENV4);
- f) Climate change and energy initiatives through allowable solutions; and
- g) Affordable housing. Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.

12.6.49 **Policy ENV2** - Protecting Existing Open Space and Green Infrastructure says that the existing open space and green infrastructure network in Fylde will be protected, unless development is permitted as part of the Local Plan, the landscape, biodiversity and water management requirements of the Local Plan are met and the requirements set out in this policy are met:

- a) Existing public open space, including sports and playing pitches, will be protected unless the requirements of paragraph 74 of the NPPF are met.
- b) Development that results in the loss of registered Historic Parks and Gardens of national importance, as set out below, will not be permitted. Development within a registered Historic Park or Garden, or development that affects its setting, will not be permitted where this would prejudice its quality, character or appearance.
- c) Development will not be permitted on areas of open space which are considered essential to the setting, character or visual amenities of towns and villages. Specific sites will be identified in the Fylde Local Plan Part 2: Site Allocations to 2030.
- d) Development that results in the loss of school playing fields will only be permitted if the development is for the necessary extension of an existing school and an adequate area of playing field is retained.
- e) Development that results in the loss of land used for allotments will only be permitted when:
  - i. Suitable, alternative provision is made that is at least equivalent in size and quality to that which will be lost; or
  - ii. It can be demonstrated that there is no longer a community need for the allotments.
- f) Fylde's Public Rights of Way network, byways, cycleways and bridleways will be safeguarded and opportunities to extend the networks will be supported where this improves access to key green infrastructure assets, including areas of Green Belt and the Area of Separation.

12.6.50 **Policy ENV3** - Provision of Open Space and Green Infrastructure. Amenity Open Space says that within new housing developments comprising ten or more dwellings (excluding flats and residential caravan parks) the provision of amenity open space with facilities for children's play, where appropriate, will be required in line with minimum standards set out in the policy. It says that Financial contributions will be sought through the Community Infrastructure Levy to assist schemes for other open space and green infrastructure where there is an identified need, including the provision of allotments, trees and woodland. Opportunities to link green infrastructure resources to create a multi-functional green infrastructure network will be maximised. Financial contributions will be sought through the Community Infrastructure Levy to assist such schemes. The provision of a new country park in the grounds of Lytham Hall, or an alternative location that meets Fylde's deficit in park and garden provision, will be supported and contributions will be sought through the Community Infrastructure Levy.

12.6.51 **Policy ENV4** - Management and Enhancement of Open Space and Green Infrastructure says that financial contributions will be sought through the Community Infrastructure Levy for the management and enhancement of open space and green infrastructure, including the Ribble Coast and Wetlands and the Coastal Parkway. This includes enhancing the functionality, quality, connectivity and accessibility of open space and green infrastructure. Developer contributions will also be sought for other schemes that will result in the enhancement of the functionality, quality, connectivity and accessibility of open space and green infrastructure in Fylde.

12.6.52 **Policy EC5** Leisure, Culture and Tourism Development says that the Council will plan for leisure, culture and tourism by:

- a) Promoting St. Anne's as a 'classic resort'.
- b) Supporting physical regeneration of Lytham and St. Anne's seafront area to maintain the hotel market and support wider tourism and the local economy.
- c) Promoting improvement and enhancement of the man made coastal defences at Pleasure Island, Fairhaven Lake and Church Scar in order to encourage tourism and help maintain flood defences (see Policy CL1).
- d) Encouraging daytime and evening business, leisure, cultural and heritage based tourism facilities, such as hotels, restaurants, cinemas, theatres, museums, swimming pools and leisure centres within the town centres.
- e) Protecting existing tourism, cultural and leisure assets, such as golf courses and the seaside resort facilities, with a view to helping them to adapt to new challenges.
- f) Promoting public art and public realm works within settlements and seeking developer contribution funding where appropriate.
- g) Promoting beach leisure, activities and events.

12.6.53 **Policy EC6** Leisure, Culture and Tourism Accommodation says that serviced tourism accommodation (hotels) will be permitted in the primary holiday areas in St. Anne's, as defined on the inset map. Non serviced tourism accommodation uses in these areas will be resisted. Leisure and tourism development will be encouraged in the North Promenade and South Promenade Sea Front area of St. Anne's and at Fairhaven Lake Sea Front area of Ansdell/Fairhaven, as defined on the inset map.

Ref	Key Issues	Comments / Possible Options
<b>1.</b>	<b>Health</b>	
1	There is anecdotal evidence of pressures on existing GP practices, with difficulty in arranging convenient appointments.  The potential impact of additional population growth arising from committed new housing sites may require additional GP provision.	<ul style="list-style-type: none"> <li>• Proposal in Implementation Plan - consider CIL funding or to influence CCG funding</li> <li>• Consider specific policies e.g. to ensure GP practices provide access for all residents within a reasonable distance and/or that any new</li> <li>• Development would require the provision of a new practice or an extension of one or more of the existing practices</li> </ul>
1.2	There is no provision for out of hours Dr's/health provision within the Town. Currently residents must travel to Blackpool for any out of hours care.	<ul style="list-style-type: none"> <li>• Consider a policy on the provision of out of hours Drs/health provision for the residents of St. Annes, in St. Anne's.</li> </ul>
<b>2</b>	<b>Education</b>	
2.1	There is evidence of existing capacity issues for primary school provision in the NDP area. These capacity pressures may be increased with already committed housing development.	<ul style="list-style-type: none"> <li>• Allocate land for new primary school</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
2.2	The timing of the proposed Primary School at Queensway will be critical if adequate primary school provision is to be available to new and existing residents of the Town	<ul style="list-style-type: none"> <li>• Consider specific policy to promote the early provision of the proposed primary school</li> </ul>
2.3	Potential requirement for new secondary school provision	
<b>3</b>	<b>Assets of Community Value</b>	
3.1	Should the NDP identify Assets of Community Value? If so, what protection should it give to them?	<ul style="list-style-type: none"> <li>• Consider specific policy to identify Assets of Community Value</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
3.2	Should the NDP identify Assets of Community Value? If so, what protection should it give to them?	<ul style="list-style-type: none"> <li>• Consider specific policy to identify Assets of Community Value</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
3.3	Should the NDP identify Assets of Community Value? If so, what protection should it give to them?	<ul style="list-style-type: none"> <li>• Consider specific policy to identify Assets of Community Value</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
<b>4</b>	<b>Encouraging an Active and Healthy Lifestyle</b>	
4.1	Is there potential for the NDP to promote an active lifestyle for all age groups, e.g. through a new community activity trail linking key recreation and social infrastructure assets?	<ul style="list-style-type: none"> <li>• Consider specific policy to promote provision of community activity trail</li> </ul>
<b>5</b>	<b>Supported Accommodation</b>	

5.1	Is there a requirement for supported accommodation for families with children in need? Is there a need for more supported housing accommodation due to the age of the town's population?	<ul style="list-style-type: none"> <li>Consider specific policy to promote provision of housing accommodation for both families with children in need and the aging population</li> </ul>
<b>6</b>	<b>New Community Hub</b>	
6.1	Is there a requirement for a new community Hub?	
<b>7</b>	<b>Childrens and Youth Facilities</b>	
7.1	Is there a requirement for better activity and play facilities for children and young people?	
<b>8</b>	<b>Open Space, Recreation and Leisure</b>	
8.1	Address potential shortfall /accessibility to Amenity Green space/ Children's play space provision in northern (Squires Gate) part of NDP area. How should this shortfall be addressed? Can a suitable site be identified?	<ul style="list-style-type: none"> <li>Consider specific policy requiring specific provision/ accessibility improvements as part of new development</li> <li>Allocate a specific site for new provision;</li> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.2	Address potential shortfall/Civic space along outer edges of St. Anne's Ensure provision in new outer development areas.- Possibly through a country park designation The FBC Preferred Options Document shows a potential large open space allocation on open countryside to the east of the town. This could potentially be developed as a country park, linked by footpath and cycle routes to rest of town	<ul style="list-style-type: none"> <li>Consider specific policy requiring specific provision/ accessibility improvements as part of new development</li> <li>Allocate a specific site for new provision</li> <li>Consider country park designation</li> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.3	Is a specific NDP Green Space Strategy required	<ul style="list-style-type: none"> <li>Deliver a Green Space Strategy</li> <li>Policy relating to Green space Strategy</li> </ul>
8.4	Maintenance and management of existing facilities.	<ul style="list-style-type: none"> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.5	Need for Improved Linkages between existing Recreation and Open Spaces	<ul style="list-style-type: none"> <li>Consider specific Policy to develop new footpath and cycle links, e.g. as part of Green Infrastructure Strategy/ Community Activity Trail</li> </ul>
8.6	<b>Potential Beach and Dunes Country Park:</b> The Beach and Dunes are a major environmental and recreational resource. The FBC Open Space 2008 study recommends that the beach and dunes be designated and managed as a country park.	<ul style="list-style-type: none"> <li>Consider specific policy requiring specific provision/ accessibility improvements as part of new development</li> <li>Allocate a specific site for new provision</li> <li>Consider country park designation</li> <li>Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.7	Local Green Space Designation: Existing Green spaces can be protected by being designated as Local Green Space (para 76 of NPPF). They may also be included in the Community Asset Register. Should the NDP identify Local Green Spaces, and if so, which?	<ul style="list-style-type: none"> <li>An audit of existing green spaces can be prepared to consider and justify designation of existing open space areas (against criteria set out in NPPF and Guidance) as Local Green Space and included as a specific policy in the NDP</li> </ul>

8.8	Address potential shortfall /accessibility to Amenity Green space/ Children’s play space provision in northern (Squires Gate) part of NDP area. How should this shortfall be addressed? Can a suitable site be identified?	<ul style="list-style-type: none"> <li>• Consider specific policy requiring specific provision/ accessibility improvements as part of new development</li> <li>• Allocate a specific site for new provision;</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.9	Address potential shortfall/Civic space along outer edges of St. Anne’s Ensure provision in new outer development areas.- Possibly through a country park designation The FBC Preferred Options Document shows a potential large open space allocation on open countryside to the east of the town. This could potentially be developed as a country park, linked by footpath and cycle routes to rest of town	<ul style="list-style-type: none"> <li>• Consider specific policy requiring specific provision/ accessibility improvements as part of new development</li> <li>• Allocate a specific site for new provision</li> <li>• Consider country park designation</li> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.10	Is a specific NDP Green Space Strategy required	<ul style="list-style-type: none"> <li>• Deliver a Green Space Strategy</li> <li>• Policy relating to Green space Strategy</li> </ul>
8.11	Maintenance and management of existing facilities.	<ul style="list-style-type: none"> <li>• Proposal in Implementation Plan - consider CIL funding</li> </ul>
8.12	Need for Improved Linkages between existing Recreation and Open Spaces	<ul style="list-style-type: none"> <li>• Consider specific Policy to develop new footpath and cycle links, e.g. as part of Green Infrastructure Strategy/ Community Activity Trail</li> </ul>
8.13	Is there need to protect proposed open space provision approved as part of Queensway-possibly through designation as a country park?	
<b>9</b>	<b>Potential impact of Population Growth</b>	
9.1	a-Within existing urban area, increased populations could place pressure on existing facilities	<ul style="list-style-type: none"> <li>• Specific policies including, protection of open space,</li> <li>• Specific policy to upgrade existing facilities, all new housing development to provide appropriate open space</li> </ul>
9.2	b-New development outside current boundaries will require new comprehensive provision	<ul style="list-style-type: none"> <li>• Specific policy to make appropriate on site provision (in accordance with open space hierarchy / requirement)</li> </ul>

#### REFERENCES & DOCUMENTS REVIEWED

1. Fylde Borough Council Open Space, Sport and Recreation Study: Strategy and Action Plan-2008
2. The National Planning Policy Framework –DCLG-2012
3. Fylde Borough Local Plan-May 2003
4. Fylde Borough Local Plan Alterations Review-October2005
5. Fylde Local Plan to 2030: Part 1 - Preferred Options-July 2013
6. Developing Infrastructure Development Plan – Fylde BC- 2013