

Chapter 13

Utilities & Physical Infrastructure

13.0 Utilities & Physical Infrastructure

13.1 Introduction

- 13.1.1 This chapters describes the physical infrastructure and minerals constraints and opportunities which need to be addressed by the Neighbourhood Plan
- 13.1.2 Physical infrastructure includes transport, utilities and energy. Transport is dealt with separately in **Chapter 11: Transport and Movement**.
- 13.1.3 As part of work on the emerging Local Plan, Fylde Council is engaging with infrastructure providers to determine the key infrastructure capacity issues and infrastructure projects that impact upon Fylde. An Infrastructure Delivery Plan (IDP) will be produced, which will provide details of the infrastructure needed to support the Local Plan, who will provide it and what it will cost. The Developing Infrastructure Delivery Plan for Fylde was published for consultation in June 2013, in support of the consultation on the The Local Plan to 2030: Part 1: Preferred Options.

13.2 Flood Defence

- 13.3.1 The draft Blackpool and Fylde Coast Protection Strategy 2011 provides a long term plan (100 years) for the management of the flood defences along the Blackpool and Fylde coast. The Strategy highlights the poor condition of much of the man-made coastal defences and the erosion of the dune system.
- 13.3.2 The Council is responsible for undertaking coastal defence inspections and maintenance works on flood defences from Squires Gate to the former Land Registry building at the southern end of Lytham Green. The

- Environment Agency is responsible for maintaining most of the defences from the former Lytham Land Registry building to Naze Point, near Freckleton.
- 13.3.3 The Borough's dunes act as a natural form of defence, and are generally in good condition. The IDP notes that there is evidence of roll-back at the dunes between Squires Gate and St. Anne's Pier, and that the presence of the coastal road and residential and commercial properties is hindering this natural process. There are also a number of unmanaged access points through the dunes which has resulted in erosion of parts of the dune system. The IDP notes that, one of the aims of the Fylde Sand Dunes Management Plan 2008 is to improve the efficiency of the dunes and saltmarsh as soft sea-defence (with associated cost savings in maintenance of hard sea-defences). The IDP further notes that if no action is taken, the hard flood defences at Pleasure Island will fail, resulting in flooding to residential and commercial properties, tourism assets, infrastructure and services. In addition, the ceasing of dune management activities would increase the risk of a breach of the dunes leading to potential flooding of properties and infrastructure.
- 13.3.4 Further guidance is available in the Blackpool and Fylde Coast Protection Strategy 2011.
- 13.3.5 The preferred strategy identified in the IDP between St. Anne's Pier and Fairhaven Lake is to replace the existing hard defences. This would include a wide promenade and set back flood wall. Such an approach would have the additional benefit of encouraging more visitors to the frontage, bringing economic benefits to the area and regeneration benefits to the frontage.

- 13.3.6 The IDP notes that the cost of providing the necessary infrastructure to improve coastal defences could exceed £100 Million. In addition to these costs, there are a number of other associated costs, including the design and supervision of the works and the maintenance of the structures. It advises that Fylde Borough Council will bid for funding for the replacement of the flood defences at Pleasure Island and Church Scar. The IDP notes that CIL contributions will be considered for dune management

13.3 Foul and Surface Water

- 13.3.1 Fylde's sewer system is a combined system, which means that it takes foul and surface water. Most of Fylde's foul and surface water is transported via the pumping stations to the wastewater treatment works at Clifton Marsh, near Preston.
- 13.3.2 The IDP advises that the wastewater pumping stations at Fairhaven and Lytham are generally operating in line with their design control principle, but they are close to capacity. This is mainly due to the amount of surface water that enters the sewer system. It means that any further development that enables large flows of surface water to enter the network in the Lytham St. Anne's area will increase the risk of spillage into the Ribble estuary. In particular, storm surges can overwhelm the system with surface water, resulting in spillage into the estuary. The bathing waters at St. Anne's are failing the current bathing water standards and under the revised Bathing Water Directive, which comes into force in 2016, there could be advice against bathing from 2016 onwards, with disastrous implications for tourism.

<p>13.3.3 These issues highlight the requirement that new development in the Lytham St. Anne's area should not discharge further surface water into the sewer network. Fylde has watercourses which could potentially carry away surface water, thus preventing it from entering the sewer network. However, these generally connect to Liggard Brook and Main Drain, which discharge into the Ribble Estuary at Lytham, where there are significant flood risk issues.</p>	<ul style="list-style-type: none"> • Only as a last resort after all other options have been discounted, including evidence of an assessment, controlled discharge into the combined sewerage network. 	<p>into the Ribble estuary per Bathing Season (May to September). However, Fairhaven and Lytham pumping stations are known to spill in excess of this spill target. This has been due to the amount of development in the catchment along with more frequent and intense rainfall during the summer months, both of which are contributing to increased sewer flows. Any further development which seeks to connect additional large surface water flows would increase the risk of additional spills into the Ribble estuary.</p>
<p>13.3.4 The IDP advises that options for dealing with surface water and its removal from the existing network will need to be explored. United Utilities recommend that any proposals for housing development will need to consider in detail the use of Sustainable Urban Drainage Systems (SuDS) and other water attenuation methods such as balancing ponds, as part of any future planning application.</p>	<p>13.3.6 The IDP advises that in terms of major infrastructure within the Fylde area, the Clifton Marsh wastewater treatment works (WwTW) treats all flows arriving from the Fylde area, with the exception of the small villages of Weeton and Elswick. The treatment works at Clifton Marsh takes flows from several large 'last in line' pumping stations from the Preston, Fylde and Penwortham area. Clifton Marsh WwTW is currently adequately sized for the potential future development that could occur in the local authority areas of Fylde and Preston. This is based on the separation of further surface water from developments and the receipt of only foul flows.</p>	<p>13.3.9 Spills from UU's assets in the Preston and southern Blackpool area are also believed to have an impact upon the two St. Anne's bathing water sites and the southern Blackpool bathing water sites. In order to minimise the impact of spillages from United Utilities' assets on bathing water quality, there is a need to ensure that such assets remain reliable and are operating in line with their design requirements. There is also a need to ensure that development is managed in line with pinch points in the sewer network that serves the area.</p>
<p>13.3.5 The IDP identifies the priority options for the management of surface water as follows:</p> <ul style="list-style-type: none"> • Continue and/or mimic the site's current natural discharge process; • Store for later use; • Discharge into infiltration systems located in porous sub soils; • Divert flows into green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils; • Store flows in tanks or sealed systems for gradual release to a watercourse; • Direct discharge to a watercourse; • Direct discharge to a surface water sewer; and 	<p>13.3.7 The following strategic pumping stations serve Fylde:</p> <ul style="list-style-type: none"> • Watery Lane Pumping Station, Preston • Lea Gate Pumping Station, Preston • Freckleton Pumping Station, Fylde • Lytham Pumping Station, Fylde • Fairhaven Pumping Station, Fylde • Penwortham Pumping Station, South Ribble 	<p>13.3.10 Some of the pumping stations in Fylde have been subject to improvement works. The enhancement of these assets is designed to restrict storm spill flows and ensure screening of storm discharges. The enhancements have been based on additional foul water from development only, with potential adequate capacity of surface water drainage using existing dykes and watercourses.</p>
	<p>13.3.8 The IDP advises that due to the limited size of the network historically, the catchment is served by numerous storm overflows, particularly in respect of the pumping stations. The three strategic pumping stations in Fylde have storm overflows which have the capability of discharging storm sewage during heavy rainfall. These pumping stations were designed to achieve a target of no more than three spills</p>	<p>13.3.11 In respect of development across the Fylde coast, the aim of United Utilities is to minimise further risk of storm spills. As a consequence, United Utilities insist that foul flows only are connected to the public sewer system and that</p>

surface water from greenfield development is separated, with no connection of these flows to the combined sewer system. In relation to brownfield sites, United Utilities request that developers consider the separation of surface water to reduce the amount of run-off from existing sites.

13.3.12 Every five years water sewerage companies assemble and submit a business case for capital investment to the regulator Ofwat for approval. The outcome defines what, where and when capital investment is undertaken over those five years. The current five year capital investment programme, known as the Asset Management Plan, runs from 1 April 2010 to 31 March 2015. To inform the business case for the next Asset Management Plan, UU is assembling a business case to submit to Ofwat by identifying future supply and demand needs across the North West in relation to water supply and wastewater. However, UU cannot guarantee Ofwat will support and / or approve UU's business case. Future planned development is an important element of UU's business case. UU has stated that further strengthening and reinforcement of pumping stations and rising mains is likely to be required to provide for the levels of growth set out in the Fylde Local Plan.

13.4 Water Supply

13.4.1 The IDP notes that Fylde's relatively flat landscape creates water pressure issues in the west of the borough, as the water supply system relies on gravity to maintain constant pressure. The IDP notes that in the Lytham St. Anne's and Squires Gate areas, along with land at the Blackpool boundary around junction 4 of the M55, United Utilities are close to minimum service levels with current demand.

Further significant development in these areas will create a large demand for water and this will adversely affect water pressure. Water network modelling would be required to determine the network reinforcements to support significant growth in these areas.

13.4.2 There is production capacity at the water treatment works supplying the Fylde area. However, delivery of the proposed strategic development sites in Fylde will create a large demand for water, and this could potentially affect water pressure in the Borough. In particular, there is limited available capacity within the water network to accommodate larger developments at Lytham, St. Anne's and the Blackpool Periphery. The network would therefore need to be heavily reinforced in order to supply strategic sites in these areas with water at the adequate pressure. The water storage tank at Westby is the principal source of water for these areas, and needs to be operated in a strict regime in order to maintain required pressure levels.

13.5 Telecommunications

13.5.1 Demand for telecommunications infrastructure is expected to grow in line with housing and employment growth over the plan period.

13.5.2 The IDP advises that the lack of access to reliable, high speed electronic communication has been identified as an issue in the borough. Lancashire County Council is proposing that 97% of the County will be able to benefit from superfast broadband by the end of 2014. Lancashire Superfast Broadband is a joint project between Lancashire County Council (LCC), the two unitary Authorities of Blackpool and Blackburn with Darwen and the twelve district authorities of Lancashire. Lancashire

County Council has agreed to implement the Coalition Government's target of ensuring that the UK has the best superfast broadband network in Europe by 2015. BT has been appointed as LCC's delivery partner, and together they form the LCC and BT Broadband Partnership. The authorities have entered into a partnership with BT Broadband, with the following aims:

- To deploy superfast broadband to areas in Lancashire that are currently uneconomical for private sector investment alone ("white areas").
- To promote superfast broadband across the whole of Lancashire.
- To enhance the provision of superfast broadband across those areas outside of white areas to ensure that Lancashire achieves its overall vision for the take up and use of superfast broadband.

13.5.3 The completion of the part of the project that covers Fylde is expected in 2014.

13.6 Gas

13.6.1 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. There are two high pressure gas transmission pipelines within Fylde, and these are situated east of Kirkham. The IDP advises that National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's gas transmission infrastructure, given the scale of the gas transmission network.

13.6.2 National Grid Gas Distribution (NGGD) owns and operates the local gas distribution network in Fylde Borough. Within the gas distribution system there are sections that operate at

different pressures. Generally, the closer the gas gets to a customer, the smaller the pipe diameter and the lower the pressure. The IDP advises that reinforcements and developments of the local distribution network are generally as a result of overall demand in a region, rather than site specific developments. Nevertheless, NGGD has undertaken a basic analysis for Fylde Borough Council which indicates for each of the strategic sites in Fylde whether reinforcements would be required to the low pressure gas distribution network. NGGD's analysis indicates that reinforcement may be required before the estimated load generated by the development of the strategic sites can be taken.

13.7 Electricity

13.7.1 National Grid is the operator of the high voltage electricity transmission system for Great Britain and its offshore waters, and the owner of the high voltage transmission system in England and Wales. Currently, National Grid's high voltage electricity transmission lines within Fylde consist of the 400kV line that runs from Stanah substation in Wyre district, running south west through Fylde to the west of Kirkham, through to the Penwortham substation in South Ribble. The IDP advises that National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's electricity transmission infrastructure, given the scale of the electricity transmission network.

13.7.2 The IDP notes that a substantial amount of new electricity generation is planned to connect to the system in the region over the next few years. The key projects are:

- Moorside Power Station – A new 3,200 Megawatt (MW) nuclear power station proposed near Sellafield (see Map 6 for location).
- Windfarm projects – Two offshore windfarm projects are contracted for.
- the North West to connect to Heysham Power Station.

13.7.3 Whilst National Grid operates the electricity transmission network, it does not distribute electricity to individual premises. In the Fylde area, Electricity North West is the electricity distribution company.

13.8 Community Infrastructure Levy

13.8.1 Fylde Borough Council is investigating the viability of preparing a Community Infrastructure Levy (CIL) Standard Charging Schedule. The Council has commissioned a viability study of the Fylde Local Plan to 2030: Part 1 – Preferred Options consultation document to inform this process. The viability study is expected in 2014.

13.8.2 The CIL is the Government's response to the need for development to contribute to the provision of infrastructure either directly or indirectly related to the development in question; and the view that the planning obligations (S106) provisions provided only a partial and variable response to capturing funding contributions for infrastructure.

13.8.3 Under the CIL, local authorities are empowered to set a charge for most developments, through a formula related to the scale and type of the scheme. The monies must be spent on local and sub-regional infrastructure which supports the development of the area.

13.8.4 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. Planning Obligations through S106 agreements will still continue alongside CIL, but they will only be available for a restricted number of purposes.

13.8.4 Whilst CIL is expected to provide significant additional monies for infrastructure, it will not replace existing mainstream funding. Core public funding will continue to bear the main burden, and local authorities will need to utilise CIL alongside other funding streams to deliver infrastructure plans locally.

13.8.5 Parishes with a neighbourhood plan will receive 25% of any Community Infrastructure Levy arising from developments in their area compared to parishes without a neighbourhood plan who will receive 15%.

13.9 Minerals and Waste

Minerals

13.9.1 Lancashire County Council (LCC) is the Minerals and Waste authority for Lancashire, and is responsible for preparing planning policy and identifying sites for minerals and waste in Lancashire and the unitary authorities of Blackpool and Blackburn with Darwen.

13.9.2 The Joint Lancashire Minerals and Waste Local Plan contains mineral and waste specific policies for use in determining planning applications for waste or quarry developments in Lancashire. The Local Plan forms part of the development plan for Fylde.

13.9.3 The Minerals and Waste Local Plan contains the following documents:

- Core Strategy: Sets out the long-term spatial vision for the local planning authority area, the spatial objectives, and outlines the strategic policies required to deliver that vision.
- Site Allocations and Development Control Policies: Policies will identify specific locations for development, any specific requirements for individual proposals, and a series of criteria-based policies which ensure that all development within the area meets the spatial vision and spatial objectives set out in the Core Strategy.

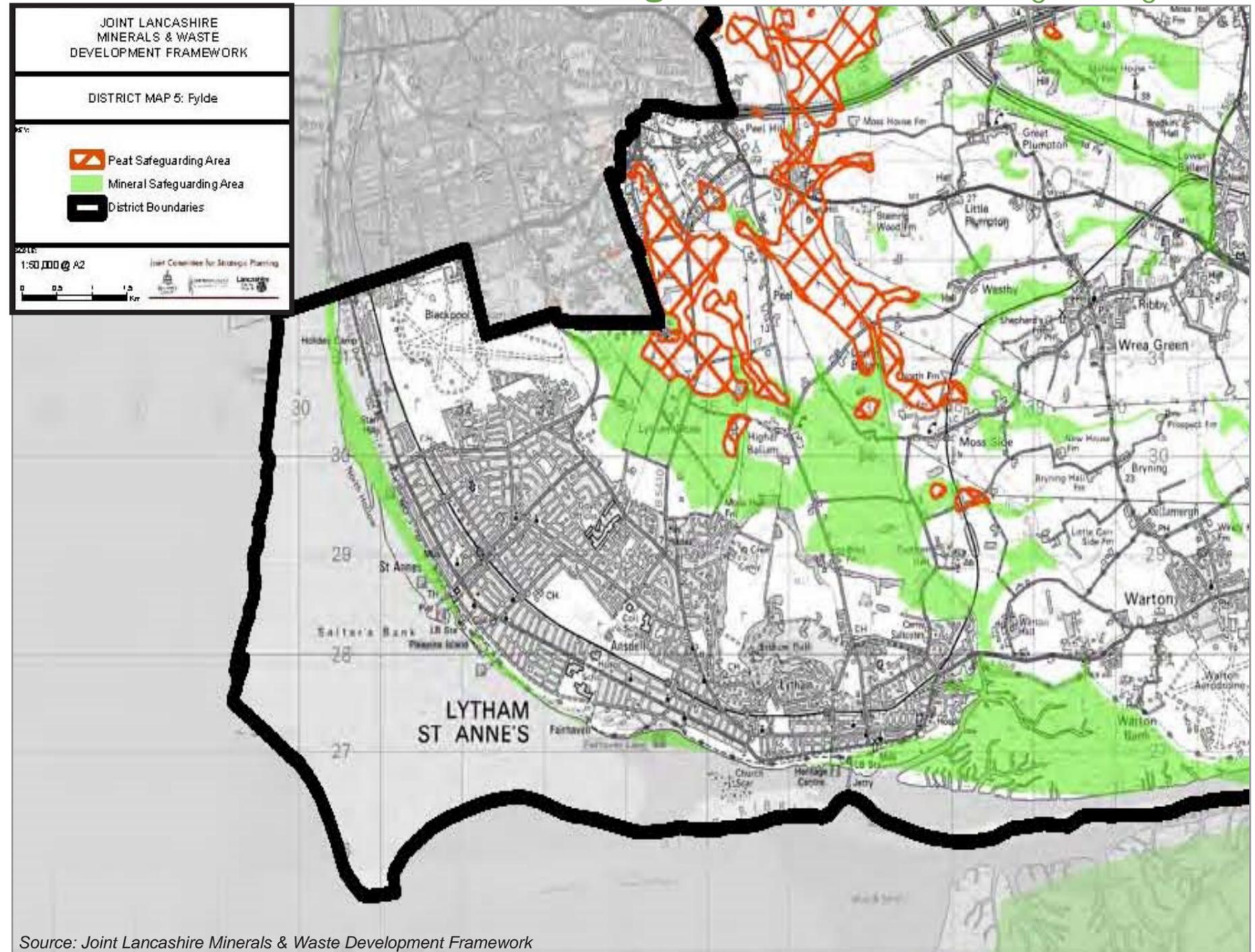
13.9.4 The adopted Lancashire Minerals and Waste Site Allocations and Development Policies provides site specific policies and allocations, and detailed development management policies for minerals and waste planning in Lancashire.

13.9.5 There are three sites allocated in Fylde, none of which are located within the Neighbourhood Plan area.

13.9.6 Mineral planning authorities are required by national policy (Minerals Planning Statement 1) to ensure that unworked mineral deposits are safeguarded from development that would hinder their potential exploitation in the future. Mineral Safeguarding Areas (MSA) are included within the emerging Minerals and Waste Site Allocations and Development Policies DPD. Policy M2 of the DPD does not allow new development in these areas unless it can be demonstrated that any of the exceptions listed in the policy can be met.

Two main areas are identified in the Neighbourhood Plan area, that is, at Lytham Moss and off the coast. In addition, land to the west of Moss Hall Lane is identified as a peat safeguarding area (see Figure 13.1) below.

Figure 13.1: Mineral Safeguarding Areas



Source: Joint Lancashire Minerals & Waste Development Framework

13.9.7 The Minerals and Waste Site Allocations and Development Management Policies DPD indicates that there is no requirement for any new mineral extraction sites to be developed in Lancashire at least up to 2021. If a need for additional mineral extraction sites in the Borough emerges over the Local Plan period, any requirement for new infrastructure to deliver the minerals site will be incorporated into future updates of the Infrastructure Delivery Plan.

13.10 Shale Gas

13.10.1 The potential for shale gas exploration has been identified across the Fylde coast area. This could have major positive impacts on the Fylde economy but there have been some concerns about the safety of shale gas exploration. Companies seeking to undertake exploratory investigations, and to subsequently test for and extract onshore oil or gas, including shale gas, must apply for planning permission from Lancashire County Council (LCC).

13.10.2 Current activity is to test for shale gas. So far, whilst a number of permitted sites have been developed or are being developed, and boreholes have been drilled, operations have only been carried out at one site on two occasions during 2011. Due to a correlation between shale gas operations and earth movements, the Department of Energy and Climate Change (DECC) asked the operator to suspend activities.

13.10.3 Lancashire CC are producing a SPD on fracking, with consultation on draft expected Autumn 2014

13.11 Waste Capacity

13.11.1 Thornton Waste Recovery Park treats 225,000 tonnes of household waste from Blackpool, Fylde and Wyre and some areas of Lancashire each year. The facility processes all waste indoors, making it the UK's first fully enclosed waste treatment facility.

13.12 Planning Policy Context -Utilities and Physical Infrastructure

What the NPPF says

13.12.1 **Paragraph 17** 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 identify priority areas for infrastructure provision.

13.12.2 **Paragraph 21** requires that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure

13.12.3 **Paragraph 42** says that advanced, high quality communications infrastructure is essential for sustainable economic growth. 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.

13.12.4 **Paragraph 43** says that in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the numbers of radio and telecommunications masts and the sites for

such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

13.12.5 **Paragraphs 44 to 46** set out the approach for dealing with planning applications for communications infrastructure

13.12.6 **Paragraph 162** says that local planning authorities should work with other authorities and providers to:

- 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
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

Fylde Local Plan

13.2.7 **The Fylde Local Plan (As Altered) (2005)** states that society depends on the provision of infrastructure services including highways, sewers, water, gas, electricity, postal and telephone services. The provision of these services is undertaken by a number of public authorities and private companies. 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.

13.12.8 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 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.

13.12.9 **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.

13.12.10 **Policy CF7** - says that the use of overhead low voltage power and telephone lines within conservation areas or their settings, within the settings of listed buildings or within new urban developments will not be permitted except where the developer or service provider can demonstrate that their installation underground is not a technically practical option. Where existing overhead low voltage lines harm the character of conservation areas, their settings or those of listed buildings, their replacement with underground lines will be sought through discussions with the utility company.

13.12.11 **Policy CF8** says that proposals for major telecommunications development will not be permitted within or adjacent to the following areas if alternative suitable sites are available elsewhere:-

- Sites of special scientific interest;
- National or local nature reserves;
- Biological heritage sites;
- Conservation areas and their settings;
- Listed buildings and their settings;
- Scheduled ancient monuments; and
- Sites of national archaeological importance.

13.12.12 In other locations, telecommunications developments will be permitted provided that:-

1. The proposal represents the best environmental solution taking into account technical constraints and all other material considerations including environmental issues and the need for appropriate landscaping;
2. All opportunities for the sharing of equipment, masts and sites have been examined;
3. All opportunities for alternative siting, including the siting of antennae on buildings or existing structures have been examined;
4. Proposals for the fixing of antennae and satellite dishes on residential or other property minimise the effect on visual amenity and the character of the building.

13.12.13 **Policy CF9** says that proposals for the development of wind turbines will be permitted provided that all of the following criteria are met:-

1. The site is located outside the urban areas and the development would not prejudice residential or other amenities by way of noise, shadow flicker, radio or electro-magnetic interference;
2. The development, by itself or in combination with other proposed or committed wind turbine developments, would not have a significant impact on the character of the landscape or on the visual amenities of the area;
3. The site is not within or adjacent to a site of special scientific interest, a local nature reserve, a biological heritage site and the development would not prejudice nature conservation interests;

4. The development would not prejudice the character or setting of a conservation area or a listed building;
5. Appropriate vehicular access arrangements can be provided.

The Emerging Local Plan

- 13.12.14 **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.
- 13.12.15 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.
- 13.12.16 The Fylde Local Plan to 2030 Part 1- Preferred Options paper sets out the following policies relating to utilities and physical infrastructure.
- 13.12.17 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.
- 13.12.18 **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.
- 13.12.19 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.
- 13.12.20 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 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.
- 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**
- 13.12.21 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.
- 13.12.22 **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.
- 13.12.23 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.
- 13.12.24 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.

13.12.25 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 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.

13.13 Key Issues

Ref	Key Issues	Comments / Possible Options
1	Lack of up to date Local Plan, accompanying Infrastructure delivery Plan, and CIL.	<ul style="list-style-type: none"> • Without an up to date Local Plan with Infrastructure Delivery Plan and CIL there is no certainty of adequate provision of infrastructure.

References & Documents Reviewed

1. The Blackpool and Fylde Coast Protection Strategy 2011
2. The National Planning Policy Framework – DCLG - 2012
3. Fylde Borough Local Plan, May 2003
4. Fylde Borough Local Plan Alterations Review, October 2005
5. Fylde Local Plan to 2030: Part 1 - Preferred Options - July 2013
6. The Joint Lancashire Minerals and Waste Local Plan - Adopted Sept 2013 – Lancs CC
7. Developing Infrastructure Development Plan – Fylde BC - 2013

St. Anne's on the Sea

Neighbourhood Development Plan

Addendum to Neighbourhood Profile

Emerging Local Plan Policy

November 2015

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1: Introduction

The Fylde Borough Local Plan is dated, and work is being carried out on its replacement, which will look at the period to 2030. Fylde had commenced work on its new local plan several years ago. A consultation exercise was undertaken over summer 2013 on the 'Preferred Option' of the Part 1 to this Plan which included strategic locations for development. It was that stage of the emerging Local Plan that was referenced in the Neighbourhood Profile.

The Council decided in late 2014 to abandon the two stage process and instead prepare a single local plan. The revised Preferred Options Consultation commenced in late 2015.

Although at the time of preparation of this document the revised Preferred Options Consultation had only just commenced, it had been subject of discussion with the town council. A draft of the revised Preferred Options Consultation was made public on 17th June 2015, when it was reported to Development Management (Policy) Committee, for consideration. A revised draft was issued for consultation on 15th October 2015. It is that draft version of the revised Preferred Options that is referred to in this document.

This document provides an update of the policies of the emerging plan, as evident in October 2015. The 2013 iteration of the emerging plan was initially used by St. Anne's Town Council to inform work on the pre-publication version of the NDP. Following the issue of the consultation on the October 2015 iteration of the revised preferred option of the emerging local plan, that work was reviewed. It is that iteration which is generally referred to in the NDP as the 'emerging local plan' as the draft policies are indicative of the direction of Fylde's policy approach.

2: Addendum

Chapter 3: Existing and Emerging Planning Policy Context

The Fylde Local Plan to 2032 will contain policies to accommodate all of the growth identified in the borough within the strategic and non-strategic locations for development; including the distribution and phasing of development over the Local Plan period. The plan includes the Council's Revised Preferred Option for allocating sites for housing, employment, mixed uses, commercial, retail, tourism, leisure and recreational development. Alongside all of the policies to accommodate the level of growth required, the Local Plan also includes development management policies. The Local Plan also includes defined town, district and local centre boundaries; together with primary and secondary retail frontages. The boundaries of the Holiday Areas in St Anne's and the seafront areas of St Anne's and Andsell / Fairhaven have been reviewed and defined in the Local Plan. Work has been carried out as part of the preparation of the Local Plan to establish whether existing employment locations and allocations should continue to be protected and be carried forward. An update of the open space study, together with a new playing pitch strategy, will be completed to inform the preparation of the Local Plan, and consequently, the Green Infrastructure network will be identified in the Plan.

The Local Plan contains a Spatial Portrait (Chapter 2) of how the Borough looks and functions now, together with a Vision for Fylde (Chapter 3) to the end of the plan period, five Strategic Objectives (Chapter 4) and a Development Strategy (Chapter 6). The Vision and the Development Strategy set out how the Council envisages the area will develop over the course of the Local Plan period. It seeks to ensure that new homes, jobs and services required by communities are located in the most sustainable locations and that the mechanisms for delivering the necessary infrastructure, facilities and other development will be provided to make this achievable.

The Local Plan identifies four Strategic Locations for Development, in Chapters 6 and 7 which will be the focus for the level of housing and employment growth required in Fylde up to the end of the plan period. The four Strategic Locations are: Lytham and St Anne's; Fylde – Blackpool Periphery; Warton; and Kirkham and Wesham. To accommodate the level of growth proposed, the Local Plan includes a masterplan policy for all of the Strategic Locations to ensure that new development on strategic sites is planned and delivered in an effective manner. In addition, the plan identifies sites for development outside the four Strategic Locations for Development. The Local Plan includes General Development Policies in Chapter 8 on the Green Belt, Areas of Separation, development in the countryside, promoting mixed use development and achieving good design in development. Chapter 9 on the Fylde Economy includes policies on the overall provision of employment land and existing employment sites; the retail hierarchy, which is based upon vibrant town, district and local centres; leisure, culture and tourism development and tourism accommodation in the classic seaside resorts. Chapter 10 on the Provision of Homes in Fylde includes the allocation of housing land; density, mix and design of new residential development; conversions and change of use to residential; the provision of Affordable Housing; Gypsies, Travellers and Travelling Showpeople's Sites; isolated new homes in the countryside; and replacements of, and extensions to, existing homes in the countryside. Chapter 11 on Health and Wellbeing includes, amongst other things, the provision of community facilities and indoor and outdoor sports facilities. Chapter 12 on Infrastructure, Service Provision and Transport focuses on developer contributions and the Community Infrastructure Levy (CIL); strategic highway improvements; safeguarding Blackpool Airport as an operational airport; enhancing sustainable transport choice and the provision of parking standards. Parking standards are proposed to be the subject of a separate supplementary planning document. Chapter 13 on Water Resource Management, Flood Risk and Addressing Climate Change focuses on flood alleviation, water quality and water efficiency; surface water run-off and sustainable drainage; renewable and low carbon energy generation; decentralised energy networks and district heating systems. Chapter 14 on Conserving and Enhancing the Natural, Historic and Built Environment focuses on landscape; biodiversity; protecting existing and providing additional open space and Green Infrastructure; the management and

enhancement of open space; and the protection of Heritage Assets including listed buildings, conservation areas and registered historic parks and gardens.

A Policies Map accompanies the plan. It includes all of the sites allocated for development, together with areas of constraint including the Green Belt and nature conservation sites, and infrastructure projects including the M55 (Junction 4) to Heyhouses (St Anne's) link road.

A draft Infrastructure Delivery Plan for Fylde (IDP), incorporating an Infrastructure Delivery Schedule (IDS), is being prepared to accompany the Revised Preferred Option version of the Local Plan. The IDP identifies infrastructure projects which will assist in accommodating all of the growth (housing, employment and mixed use development) proposed in this Local Plan.

Fylde Council presently anticipates that the Local Plan will not be adopted until March 2017.

A Vision for Fylde to the year 2032

Sets out the council's vision for Fylde, as follows:-

"By 2032, Fylde will be a welcoming place with highly skilled and healthy communities. There will be a diverse and prosperous culture and an economy that encourages everyone to contribute. Employment opportunities will have been diversified and young people be retained in the job market in Fylde. Access to healthy lifestyle choices, local health care facilities, good education and lifelong learning facilities will have been improved. Significant further educational opportunities and leisure facilities for young people will have been provided. Communities will have the opportunity to access public services, good jobs and decent and affordable homes, close to where they live, through the delivery of mixed use development.

Fylde will have continued to develop as a dynamic, prosperous place to live and work through boosting the delivery of sustainable homes and employment growth within the four Strategic Locations for Development, supported by the necessary facilities,

services, infrastructure and access to modern telecommunications. New homes of an appropriate type and mix to address affordability, an ageing population and family needs will be located within sustainable locations. High quality design and sustainable building methods will be the key principles of all types of new development, including the delivery of urban extensions in the form of garden suburbs.

Fylde will have remained flexible in its approach to changing economic and employment patterns, particularly with regard to major local employers. It will have developed closer working relationships through the duty to cooperate with the adjoining Fylde Coast Authorities and with the Central Lancashire Authorities and other organisations and strengthened its position within the Lancashire sub-region and its linkages and connectivity to the city of Preston.

Opportunities for sub-regionally important employment at the Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton and Whitehills Business Park will have been realised and employment will have been provided close to where people live, thereby reducing the need to travel long distances. Fylde will have an energy hub, generating a cluster of energy based companies and amenities; together with an energy logistics park, close to Blackpool Airport, to support energy businesses on the Fylde Coast.

Fylde will have enhanced its unique qualities including its classic seaside resort towns of Lytham and St Anne's, the historic market town of Kirkham, tranquil coastline, high quality golf courses, tourism offer, picturesque rural settlements and attractive landscapes. The visitor economy will have been strengthened by the area's resort appeal, its reputation as a centre for world famous golf championships and its attractive rural areas. High quality attractions and organised events such as the Lytham 1940s Wartime Weekend and the Lytham Festival, staged activities at Lytham Hall (Grade 1 Listed) and the retention of serviced tourism accommodation in the Holiday Areas, will generate an increase in the number of visitors. The Island Sea Front Area and the Promenade Gardens at St Anne's and Fairhaven Lake will have been regenerated to provide a high quality visitor experience.

Lytham and St Anne's will be thriving resorts with quality specialist shops, with Kirkham a vibrant historic market town. Lytham, St Anne's and Kirkham will have retained and enhanced their positions at the top of the retail hierarchy. Warton will be a Local Service Centre with a local retail centre serving the needs of the local community and employment opportunities will have increased and diversified through the development of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, at BAE Systems. The Fylde-Blackpool Periphery will have become a Local Service Centre by the end of the plan period in 2032, with a local retail centre servicing the new community that will have developed at Whitehills. Wesham and Freckleton will retain their functions as Local Service Centres. Rural settlements will have retained their individual identities and heritage assets and their distinctive features will have been protected, enhanced and promoted.

Sufficient levels of housing of an appropriate type, tenure, design, density and mix to address local issues of affordability will have been provided in the smaller rural settlements. There will have been proportionate levels of employment growth to strengthen and diversify the local economies and reduce the need to travel.

To overcome traffic congestion and to accommodate all of the growth proposed in Fylde to the year 2032, the M55 (Junction 4) to Heyhouses Link Road between Whitehills and St Anne's will have been completed; and congestion on the A585 trunk road will have been resolved through the delivery of the Blue Route. The Preston Western Distributor Road, to a new junction 2 on the M55, will have been delivered and opened. The construction of the Preston Western Distributor Road will improve road access to the Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton, to the wider Fylde Coast, and serve new housing in north-west Preston.

Expansion of services provided by Blackpool Airport will have been secured, along with enhanced public transport access to the airport. There will have been an increase in the use of public transport. Public transport services across the rural parts of the Borough and onto Blackpool, Preston and beyond will have been improved. Railway station facilities at Kirkham and Wesham will have been enhanced, making the market town more accessible to other parts of the North West and increasing its sustainability as a residential and employment centre".

The Local Plan's Strategic Objectives for Fylde

Five strategic objectives have been devised, in order to deliver the Vision for Fylde:

- (1) To create sustainable communities
- (2) To improve the environment
- (3) To make services accessible
- (4) To diversify and grow the local economy
- (5) To develop socially cohesive, safe, diverse and healthy communities

General and strategic policies

Policy NP1: Presumption in favour of sustainable development

Reflects the NPPF

Policy S1: Settlement Hierarchy

Identifies St. Anne's as a Key Service Centre, the role of which, it says, will be maintained over the life time of the Local Plan; existing services and facilities will be enhanced; a range of housing and employment opportunities will be promoted and delivered, as well as retail and other services, to serve the wider catchment area.

Policy DLF1: Development Locations for Fylde

Says that The Local Plan will deliver a minimum of 7,770 new homes and land will be developed for 59.1 Ha of employment use over the plan period to 31st March 2032. It identifies Lytham and St. Anne's as one of four 'Strategic Locations for Development'. It says that Windfalls and non-strategic sites will occur within the Strategic Locations for Development. It says that an allowance should be made for non-strategic sites within the Strategic

Locations for Development. Development will not be permitted which would prevent or undermine the operation of existing land uses, including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome. Development will contribute towards sustainable growth, the continuation and creation of sustainable communities by their locations and accessibility and through the use of resources and construction materials. The creation, design and enhancement of Green Infrastructure networks that link communities together will be promoted.

Strategic Locations and Strategic Development Sites

Policy M1: Masterplanning the Strategic Locations for Development

Says that masterplans and design codes will be prepared by developers with the approval of the Council for each of the Strategic Locations for Development named in policy DLF1. Following approval by the Council, the masterplans will become supplementary planning documents.

The masterplans should include a phasing plan, together with an agreed programme of implementation in accordance with the masterplan and an approved design code.

The masterplans should make provision for criteria set out in the policy.

Broad Distribution of Development

Policy SL1: Lytham and St Anne's Strategic Location for Development

Says that Proposals for development of (listed) strategic sites identified on the Policies Map will be supported. The sites in St. Anne's are:-

HS1 - Queensway

HS2 – Heyhouses Lane

ES1 - Queensway Industrial Estate, Snowdon Road

It says that An agreed masterplan for the comprehensive development of the wider Lytham and St Anne's Strategic Location for Development as shown on the Policies Map, should make provision for a range of land uses to include homes, employment and commercial uses, Green Infrastructure and community facilities; a phasing plan should be submitted; and an agreed programme of implementation in accordance with the masterplan and an approved design code.

It says that before development takes place at Queensway, St Anne's (site HS1), it is advisable that site surveys are carried out to assess the extent and quality of the mineral reserves and whether, in the case of the sand and gravel deposits, there is a case for prior extraction before built development commences.

Policy SL2: The Fylde-Blackpool Periphery Strategic Location for Development

Says that Proposals for development of the (listed) strategic sites identified on the Policies Map will be supported

In St. Anne's, these are identified as:-

HS1 - Queensway

HS2 – Heyhouses Lane, St Anne's 310 0

General Development Policies

Policy GD1: Settlement Boundaries

Says that the boundaries of settlements in Fylde are shown on the Policies Map. Development will be focussed within and adjacent to existing settlements and on previously developed land, subject to other relevant Local Plan policies being satisfied.

It goes on to say that development proposals on greenfield sites within settlement boundaries will be assessed against all relevant Local Plan policies, including, but not limited to, policies on the settlements' development targets, infrastructure, open and recreational space, the historic environment, nature conservation, mineral safeguarding, the risk of flooding, as well as any land designations or allocations.

Policy GD2: Green Belt

Says that the Green Belt is shown on the Policies Map. Within that area national policies for development in the Green Belt will be applied.

Policy GD6: Promoting Mixed Use Development

Says that mixed use development will be encouraged on strategic sites in order to provide local retail centres and access to employment, commercial, leisure and recreational opportunities close to where people live and work.

Chapter 5: Heritage

Policy ENV7: Heritage Assets

Says that Proposals for development should protect and, where appropriate, enhance those elements which contribute to the significance of Fylde's heritage assets. It seeks to conserve, and where appropriate, enhance listed buildings and conservation areas. It says that the total or substantial demolition of a listed building will only be permitted in exceptional circumstances.

Chapter 6: Design and the built environment

Policy GD7: Achieving Good Design in Development

Development will be expected to be of a high standard of design, taking account of the character and appearance of the local area

All new housing developments should comply with the National Technical Standards, and be constructed in accordance with the national space standards for new homes.

Policy GD8: Demonstrating Viability

The Council will seek to retain existing commercial / industrial (B1, B2 or B8), retail (A1) and leisure uses, including land / premises, together with agricultural /

horticultural workers' homes and the Holiday Areas, unless it can be demonstrated that certain (listed) tests has been met:

Chapter 7: Housing

Policy H1: Allocation of Housing Land

Seeks to provide for and manage the delivery of new housing by:

- a) Setting and applying minimum requirements (370 homes per annum).
- b) Keeping under review housing delivery performance
- c) Ensuring there is enough deliverable land suitable for house building capable of providing a continuous forward looking 5 year supply
- d) The developable sites, which are allocated for housing and mixed use, will be delivered on a phased basis.

Policy H2: Density, Mix and Design of New Residential Development

Says the following:

Density - for new residential development will be in keeping with the local area and will not have a detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the surrounding area, consideration will also be given to making efficient use of land. It seeks, normally a minimum density of 30 homes per hectare, and says that the achievement of higher density should not be at the expense of good design or amenity.

At least 20% of homes within residential developments of 15 or more homes should be designed specifically to accommodate the elderly, unless it is demonstrated that this would render the development unviable.

Special needs housing, including extra care accommodation for the elderly, will be required to be well located in communities. Development proposals for accommodation designed specifically for the elderly will be encouraged if a need is demonstrated within settlements, or within Strategic Locations for Development provided they are accessible.

Development on garden land should not result in any of the homes relying on what was previously a front garden for all of their private amenity space.

Community self-build schemes will be encouraged and the Council will reserve the right to refrain from requesting developer contributions for these developments, so as to promote the viability of the schemes.

Policy H3: Conversions and Change of Use to Residential

Supports conversions and change of use of redundant buildings to residential use where the Council has identified a need for additional housing, subject to good design and the protection of amenity.

Policy H4: Provision of Affordable Housing

Says that all market housing schemes of more than 10 homes will be required to provide 30% affordable housing, subject to viability testing demonstrating that its provision will not prevent the development proceeding., with The presumption that the affordable housing will be provided on the application site. Where the applicant has submitted robust evidence to demonstrate that the application site or location is unsustainable for affordable or Special Needs Housing; **OR** there is no locally identified need, the affordable housing contribution, or the balance of that contribution, will be expected to be delivered elsewhere within the borough, i.e. off-site provision.

Chapter 8: Economy

The Economy chapter says that the preservation and development of a strong, vibrant and sustainable economy is a high priority within this Local Plan and Objective 4 is to diversify and grow the local economy.

Policy EC1: Overall Provision of Employment Land and Existing Employment Sites

The delivery of 59.1 Ha of new employment development will be promoted from 1st April 2011 to 31st March 2032. Such a requirement will be met on the following sites,

which are also identified on the Policies Map. Site Area (Ha) Appropriate Use Classes ES1 Queensway Industrial Estate, Snowden Road, St Anne's.

Within the existing business and industrial areas, listed below and identified on the Policies Map, land and premises in Class B Business and Industrial uses will be retained in that use class unless it is demonstrated to the satisfaction of the Council that there is no reasonable prospect of the site being used for employment purposes. Site Appropriate Use Classes are set out as follows:

Queensway Industrial Estate, Snowden Road, St Anne's B1(a), B1(b), B1(c), B2, B8
Blackpool Airport, Squires Gate, Blackpool Airport Corridor B1(a), B1(b), B1(c), B2, B8
Scafell Road, Snowden Road / Everest Road, St Anne's B1(a), B1(b), B1(c), B2, B8
Blackpool and Fylde Industrial Estate, Blackpool Airport Corridor B1(a), B1(b), B1(c), B2, B8

Policy EC3: Employment Opportunities

Says that the Council seeks to retain continued employment use of existing employment sites. The policy lists the factors to be taken into account when assessing all development proposals for employment uses. The Council will support the roll-out of high speed broadband in line with the Lancashire Broadband Plan. The sustainable growth and expansion of all types of business is supported where this is in accordance with other policies in the Local Plan.

Policy EC4: Vibrant Town, District and Local Centres

The town, district and local centre boundaries; and primary and secondary frontages are defined on the Policies Map. In the **Retail Hierarchy of Centres, St Anne's is defined as a 'Town Centre'. Local Centres are identified as;**

- Alexandria Drive, St Anne's
- Headroomgate Road, St Anne's
- St Davids Road North, St Anne's;

In the primary shopping frontages, as defined on the Policies Map, proposals for the change of use from retail (A1) to other uses will be required to meet certain (listed) criteria. In the secondary shopping frontages, as defined on the Policies Map, proposals for main town centre uses will be permitted at ground and upper floor levels.

Within those parts of Wood Street, St Anne's, as defined on the Policies Map, redevelopment or changes of use to restaurants, cafes and drinking establishments, or extensions to such existing uses will be permitted, subject to any external works being in keeping with the character and amenities of the town centres.

Office development will be encouraged within or on the edge of the defined town centres and on other sites allocated for Business (B1) development. The office development should be of a suitable scale and should not have an unacceptable impact on the locality.

The Council will produce Town Centre Management Plans which will address the function and accessibility of each town centre, including appropriate public realm schemes.

When assessing proposals for retail, leisure and office development outside of town centres, a local threshold of 750 square metres will apply in terms of requiring an impact assessment.

The policy sets out the criteria to be applied to a change of use and development within Local Centres

The loss of community, leisure and cultural facilities and services within town, district and local centres will be resisted unless it can be demonstrated that the facility is no longer needed, or it can be established that the services provided by the facility can be served in an alternative location or manner that is equally accessible by the community.

Proposals for development in 'edge of centre' or 'out-of-centre' locations will be considered in line with the Framework.

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 seaside resort, based on its tourism heritage, the seafront, Promenade and Ashton Gardens, its Victorian architecture and Pier.

- b) Promoting the principles of sustainable tourism through realising the potential of the Borough's heritage assets, in particular the Promenade Gardens and Ashton Gardens, St Anne's Pier, Lytham Hall and its historic parkland, Lytham Windmill and Lowther Pavilion and Gardens.

- c) Supporting the high quality physical regeneration of The Island Sea Front Area and the protection of seaside resort facilities, to support wider tourism, culture and the local economy.

- d) Physical regeneration and enhancement of the manmade coastal defences at The Island, Fairhaven Lake and Church Scar in order to encourage marine tourism and recreation and help maintain flood defences.

- e) 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.

- f) Protecting tourism, cultural, heritage and leisure assets, such as golf courses and the seaside resort facilities, with a view to helping them to adapt to new challenges with the use of development briefs.

- g) Promoting public art and public realm works and seeking developer contribution funding where appropriate and CIL compliant.

- h) Promoting beach leisure activities, marine tourism and recreation events.

- i) Promoting the Ribble Coast and Wetlands Regional Park initiative and implementing the infrastructure projects identified in the Coastal Strategy, including the delivery of tourism and recreation.

Leisure, culture and tourism development within The Island Sea Front Area, as defined on the Policies Map, will be encouraged provided that proposals:

- i) are appropriate for a seafront location;
- ii) respect the character of the area; and
- iii) do not prejudice the visual and other amenities of the seafront and nearby residential properties.

Non leisure, culture and tourism uses will be resisted in this Sea Front Area.

Policy EC6: Tourism Accommodation

Says that high quality serviced tourism accommodation (e.g. hotels) will be encouraged in the Holiday Areas in St Anne's, as defined on the Policies Map, provided that proposals:

- i) respect the character of the area; and
- ii) do not prejudice the visual and other amenities of nearby residential properties.

Non serviced tourism accommodation uses in these areas will be resisted.

Chapter 9: The natural environment

Policy ENV1: Landscape

Says that development will have regard to its visual impact within its landscape context and the landscape type in which it is situated. Development will be assessed to consider whether it is appropriate to the landscape character type within which it is situated.

The open and coastal character of the Coastal Change Management Area, identified on the Policies Map stretching from Starr Hills in the west to Savick Brook in the east, will be protected. Development in the Coastal Change Management Area will only be permitted where the development

Policy ENV2: Biodiversity

Seeks to ensure the protection and enhancement of Fylde's biodiversity and geological assets and interests.

Policy ENV3: Development in the Nature Improvement Area

Development proposals within the Nature Improvement Area north east of St Anne's, identified on the Policies Map, will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.

Policy ENV4: Protecting Existing Open Space and Green Infrastructure (The Green Infrastructure Network)

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.

Policy ENV5: Provision of Open Space and Green Infrastructure (The Green Infrastructure Network)

Within new housing developments comprising ten or more homes - excluding flats and residential caravan parks - the provision of amenity open space with facilities for children's play (i.e. playgrounds and Multi-Use Games areas), where appropriate, will be required to the following minimum standards

Policy ENV5: Management and Enhancement of Open Space and Green Infrastructure

Says that financial contributions will be sought through the Community Infrastructure Levy and consideration will be given to further sources of funding for the management and enhancement of open space and Green Infrastructure, including the Ribble Coast and Wetlands and actions identified in the Coastal Strategy. This includes enhancing the functionality, quality, connectivity and accessibility of open space, the Coastal Change Management Area and Green Infrastructure network identified on the Policies Map.

Policy ENV6: Historic Environment

Sets out how the Council will seek to conserve Fylde's historic environment

Chapter 10: Climate change

Policy CL1: Flood Alleviation, Water Quality and Water Efficiency

Says that planning decisions should follow the sequential, risk-based approach to the location of development, as required under paragraph 100 of the Framework. 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:

Developer contributions will be required for the provision and maintenance of SuDS, where this is not provided as part of the development. Contributions will be made through Section 106 agreements or the Community Infrastructure Levy (CIL), as set out in policy INF2.

Developer contributions will be required for the repair or replacement of the sea defences and coastal protection measures and the maintenance of the sand dunes system. Developer contributions will be made through the CIL.

Policy CL2: Surface Water Run-Off and Sustainable Drainage

Says that the council will seek to ensure that new development reduces the risks arising from surface water flooding through attenuation measures. The council considers SuDs to be integral to new development and the use of SuDs must be decided at an early stage of the proposal so that sufficient space can be allocated. SuDs can also enhance biodiversity opportunities within new development.

Policy CL3: Renewable and Low Carbon Energy Generation

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 Council, in support of their proposals by considering the following:

Policy CL4: Decentralised Energy Networks and District Heating

Small scale decentralised energy schemes will be encouraged within new developments 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 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 unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that it is not feasible or viable.

Chapter 11: Transport and movement

Policy: GD8: Highway Safety and Accessibility

Says that all development proposals will need to show that:

- a) road safety and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and equestrians) is not prejudiced
- b) appropriate provision is made for public transport services
- c) appropriate measures are provided to facilitate access on cycle or foot
- d) where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended, and
- e) the needs of specific groups in the community such as the elderly and those with disabilities are fully provided for.

Policy T1: Strategic Highway Improvements

Says that land within Fylde Borough is proposed for part of the route of the Preston Western Distributor Road which will link up to a new junction 2 on the M55, and the Cottam Link Road as shown on the Policies Map. Planning permission will not be granted for any development in Fylde that would prejudice the construction of these roads.

The delivery of the following strategic highway improvements within Fylde will be supported:

- a) The M55 (Junction 4) to Heyhouses (St Anne's) Link Road, and
- b) The M55 (Junction 3) to Norcross Link Road (i.e. the Blue Route).

Policy T2: Blackpool Airport

Says that the open lands of the airport identified on the Policies 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 Blackpool Airport including Centrica's heliport, or development of ancillary leisure uses, will be located in the areas outside the Green Belt identified on the Policies Map, unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt.

The Council will support improvements to surface access (public transport) to Blackpool Airport from surrounding areas and other transport nodes, in accordance with the Airport Surface Access Strategy.

Policy T3: Enhancing Sustainable Transport Choice

Says that the Council will work with neighbouring authorities and transport providers to improve accessibility across the borough, improve safety and quality of life for residents and reduce the Borough's carbon footprint. Over the Local Plan period the Council will work with the Highway Authority, Highways England, Network Rail and transport providers to seek promote (listed) sustainable transport measures/improvements.

Policy T4: Parking Standards

Says that car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety. A flexible approach to the level of car

parking provision will be applied, dependent on the location of the development concerned.

The Council will prepare a Supplementary Planning Document (SPD) on parking standards, alongside the submission version of the Local Plan, which will set out local minimum standards which will need to be applied to all new developments in Fylde.

Chapter 12: Culture and community infrastructure

Policy HW1: Health and Wellbeing

Sets out the measures by which the Council will integrate public health principles and planning and help to reduce health inequalities,

Policy HW2: Community Facilities

Says that development proposals for new community facilities, which provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community, should be co-located where possible, providing mixed uses and a range of services in one sustainable and accessible location.

Where new facilities are required independent of new development, co-location should be considered in the most accessible community buildings available, i.e. using a village hall or a public house as a venue for a post office, or a doctor's surgery several days a week.

The loss of any community facilities will be resisted unless it can be demonstrated that the facility is no longer needed, or can be relocated elsewhere that is equally accessible by the community.

Policy HW3: Provision of Indoor and Outdoor Sports Facilities

Sets out the method (and criteria) by which the Council will protect existing indoor and outdoor sports facilities and support new indoor and outdoor sports facilities. The policy says that major residential developments contribute, through land assembly

and financial contributions, to new or improved sports facilities where development will increase demand and / or there is a recognised shortage.

Policy HW4: Contaminated Land

Says that there will be a presumption in favour of the re-development of previously developed land. Development will be encouraged on contaminated previously developed land subject to certain (listed) criteria.

Chapter 13: Utilities and physical infrastructure

Policy INF1: Service Accessibility and Infrastructure

Says that 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.

Policy INF2: Developer Contributions

Says that subject to viability, 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. Contributions may be secured through a planning obligation and through the Community Infrastructure Levy (CIL), at such time as the Council has prepared a Standard 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
- b) Flood risk management and coastal defences
- c) Transport
- d) Community facilities providing for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community
- e) The provision of a new / enhanced Local Service Centre at Whitehills and Warton, including land and buildings to accommodate new local retail centres to provide services and meet the daily needs of the local residents (not relevant to this NDP).
- f) Green Infrastructure
- g) Climate change and energy initiatives through allowable solutions

h) Affordable housing

i) Public realm

Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.

Where a development is made unviable by the requirements of a planning obligation, the Council will have regard to appropriate evidence submitted by an applicant and consider whether any flexibility in the planning obligation is justified.