

Plan for Fylde - Plan for the Future

Fylde Council The Infrastructure Delivery Plan

August 2016



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Introduction

Chapter 1 : Introduction

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Introduction

Introduction

- 1.1 The new Fylde Local Plan will guide development up to the year 2032, and will eventually replace the current adopted Fylde Borough Local Plan (As Altered: October 2005). The new Local Plan contains a Vision and a Development Strategy that sets out how the council would like Fylde to develop up to 2032. The Local Plan sets out plans and policies which provide for the needs of the area, addressing climate change and achieving high quality design, good accessibility and community involvement.
- 1.2 The Infrastructure Delivery Plan, hereinafter referred to as the IDP will seek to establish what additional infrastructure and service needs are required to support and accommodate the quantum and distribution of development proposed in the Fylde Local Plan. Fylde Council is planning to provide land for the delivery of a minimum of **7,768 new homes** between 2011 and 2032, together with approximately **60.6 Ha** of employment land (gross requirement) over the same period of time. The Development Strategy in the Local Plan identifies four **Strategic Locations for Development**:
- Lytham and St Annes;
 - Fylde-Blackpool Periphery;
 - Warton; and
 - Kirkham and Wesham,
- which together will accommodate the majority of the planned new development.
- 1.3 This IDP has been developed as a result of extensive dialogue and consultation with infrastructure and service providers. The IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It will be a mechanism for improving delivery of facilities and services for the benefit of local communities and will provide a robust framework that will support bids for funding and assist decision making.
- 1.4 Infrastructure can take many forms – it can be defined in physical, green and community terms and is essential to support objectives of increased housing provision, economic growth, improving access and connectivity, mitigating climate change, and of creating thriving and sustainable communities. In addition to housing and job opportunities,

supporting infrastructure including green energy, utility services, transport, schools, open space, community, health and leisure services, are all needed.

What is infrastructure?

1.5 This IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Fylde and its population. It includes, but is not restricted to the following:

- **Transport:** highways, air travel, rail, trams, bus, cycling, pedestrian, coach parking and park and ride.
- **Education:** nursery and pre-school, primary, secondary, further, higher, and adult education.
- **Energy:** gas and electricity generation and provision.
- **Water:** supply, wastewater and surface water drainage, flood defences and flood risk management.
- **Information and communications technology:** telecommunications, broadband and cable television.
- **Health:** hospitals, health centres/GP surgeries, dental practices, pharmacies and hospices.
- **Green Infrastructure network:** open space, parks, children's play areas, sports pitches and courts, country parks and accessible natural green space, allotments and burial facilities.
- **Emergency services:** police, fire service, ambulance and HM coast guard.
- **Community services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability and places of worship.
- **Affordable housing**
- **Culture and leisure:** museums and galleries, performance venues, sports and fitness centres.
- **Public realm**
- **Waste management:** refuse collection and disposal, recycling.



1.6 While the term infrastructure is very broadly defined, this does not mean that this IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the new Fylde Local Plan.

1.7 A Delivery Schedule of key infrastructure projects is included in **Appendix 2** of this IDP. The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the Local Plan. The schedule

highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan. The schedule will also inform the development of the Regulation 123 List which will comprise part of the Community Infrastructure Levy - hereinafter referred to as the CIL.

Policy Context

- 1.8 The National Planning Policy Framework (the Framework) sets out a '**presumption in favour of sustainable development**' and the government is committed to ensuring that the planning system supports sustainable economic growth. This means that the planning system should encourage, not act as an impediment to, sustainable growth.

Planning Positively for Infrastructure

- 1.9 It is crucial that the Local Plan and the IDP are written positively so as to enable the quantum and distribution of development and infrastructure required in the borough to meet the objectives, principles and policies of the Framework. One of the core planning principles set out in paragraph 17 of the Framework is that planning should drive and support sustainable economic development, and this includes the delivery of infrastructure. Paragraph 21 requires that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure.
- 1.10 Specifically, Local Plans should include strategic policies for the provision of transport infrastructure, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy. The council should work with other authorities and infrastructure and service providers to assess the quality and capacity of this infrastructure and take account of the need for strategic infrastructure, including nationally significant infrastructure within their areas.
- 1.11 Paragraph 156 of the Framework also requires strategic policies for the provision of health, security, community and cultural infrastructure and other local facilities. To deliver these facilities, paragraph 70 of the Framework says that planning policies and decisions should plan positively for the provision of shared community facilities and other local services to enhance the sustainability of communities and residential environments.

Collaborative Working

- 1.12 For a Local Plan to be considered 'sound' at examination, the Plan should be positively prepared and based on a strategy that seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so. The Plan must also be effective, which includes that it should be based on effective joint working on cross-boundary strategic priorities (the Framework, paragraph 182).
- 1.13 The Framework emphasises the requirement to plan strategically across local boundaries. For example, paragraph 31 says that councils should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development and paragraph 180 says that councils

should work collaboratively with utility and infrastructure and service providers. Paragraph 181 states that councils will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross boundary impacts, in order that the Local Plan will be able to provide the land and infrastructure necessary to support current projected future levels of development.

Delivery of Infrastructure

- 1.14 For a Local Plan to be considered 'sound' at examination, the Plan must be effective, which includes that it should be deliverable over its period. Councils should ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. This requires that the council understands district-wide development costs at the time the Local Plan is drawn up. For this reason, infrastructure and development policies should be addressed concurrently (the Framework, paragraph 177).
- 1.15 To achieve sustainable development, paragraph 173 of the Framework requires careful attention to viability and costs. To ensure viability, the costs of any requirements likely to be applied to development, including requirements for contributions towards the provision of infrastructure, should provide competitive returns to the land owner and developer to enable the development to be deliverable.

Methodology

- 1.16 Engagement with infrastructure and service providers began at an early stage in the Local Plan process, so that major infrastructure issues (that could affect the way the borough is developed in the future) could be identified at an early stage. In doing this, the council has been able to proactively prepare the Local Plan in accord with infrastructure needs and provision.
- 1.17 In 2010, the council held meetings with various infrastructure providers, and these meetings centred on the deliverability of sites identified in the Strategic Housing Land Availability Assessment (SHLAA). In respect of these sites, the council sought to understand infrastructure issues, including whether there are significant infrastructure deficits in the borough and whether the sites identified in the SHLAA could be accommodated in line with existing or planned provision of infrastructure.
- 1.18 Engagement with infrastructure and service providers has continued as the Local Plan has developed. Following the Issues and Options consultation on the Local Plan in June-July 2012, the council began to identify strategic sites for housing, employment and mixed-use development. In November 2012, an informal consultation took place with infrastructure and service providers, who were informed of potential strategic sites that could be included in the Local Plan: Preferred Option. A further round of consultations with the infrastructure and service providers took place in summer 2015 on the strategic and non-strategic sites that comprised the council's Revised Preferred Option for development over the lifetime of the Local Plan to 2032. During the two rounds of consultations, the council requested that infrastructure and service providers supplied information for each site in relation to the following questions:

- Can each site be accommodated within your existing or planned provision?
 - Can each site be accommodated with appropriate upgrading of infrastructure? If so, what infrastructure would be required, what would be the financial cost and how could this be met? Over what timescale, could the infrastructure be delivered?
- 1.19 The information obtained from these two rounds of consultation assisted the council in sequentially assessing which sites should be included and be carried forward in the Publication version of the Local Plan, so that the proposed quantum and distribution of development, including new homes, jobs and other commercial, retail, leisure development proposed for the borough could be met.
- 1.20 A new Playing Pitch Strategy has been prepared jointly by the council and KKP consultants, together with a Built Facilities Review and an Open Space Study Update. The Open Space Study Update, 2016 sets out a number of recommendations for the provision of new or improved parks and gardens, greenspaces, play areas, allotments and burial grounds. The outcome of all three pieces of work reveal a need for further sporting and recreation facilities and improvements to existing sites. Consequently, the infrastructure requirements in this IDP and Infrastructure Delivery Schedule (the IDS) at **Appendix 2** in this document have been updated.

Community Infrastructure Levy

- 1.21 The Community Infrastructure Levy (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 (Section 106) provisions provided only a partial and variable response to capturing funding contributions for infrastructure. To enable the funding and delivery of future infrastructure in Fylde, to overcome existing shortfalls in provision and to accommodate the quantum of development identified in the emerging Local Plan, the council approved the principle of adopting a community infrastructure levy (the CIL), alongside the Local Plan, in February 2015. The Preliminary Draft Charging Schedule (the PDCS) is currently out for consultation alongside the Publication version of the Local Plan, following an assessment by consultants Keppie Massie, in conjunction with White Young Green (WYG) of the extent to which a CIL could be introduced in Fylde without prejudicing future development. The assessment concluded that the evidence of the research and results of the viability appraisals identified significant differences in the values, costs and therefore viability, between residential and non-residential developments. It recommended that Fylde Council, as Charging Authority, should consider introducing CIL on the basis of varying its charge by use, as a minimum between the broad categories of residential and non-residential development, and to introduce a single charge for new residential development. The levy will be charged at a rate of pounds per square metre, based on the net additional internal floor-space of any given development for used identified in the charging schedule. The CIL will comprise an adopted charging schedule and a Regulation 123 List of infrastructure projects.
- 1.22 Under the CIL, Councils are empowered (but not required) 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. CIL differs from previous Section 106 regimes in that:

- it will capture a much wider range of development thereby sharing the burden, whereas Section 106 had tended to focus mainly on larger schemes; and
- it breaks the direct link between the obligation and the development, so that infrastructure spending can be managed at a strategic level. Planning Obligations through Section 106 agreements will still continue alongside CIL, but they will only be available for a restricted number of purposes.

1.23 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 councils will need to utilise CIL alongside other funding streams to deliver infrastructure plans locally, including Section 106 planning obligations. Section 106 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. The CIL and Section 106 planning obligations, along with other funding streams will be vital in supporting the delivery of infrastructure in Fylde borough.

How the Infrastructure Delivery Plan should be used

1.24 This IDP is based upon information accumulated from infrastructure and service providers throughout the plan preparation process. The council requires up-to-date information on the infrastructure that is required to support the quantum and distribution of development that is set out in the Publication version of the Local Plan. Information received from infrastructure and service providers during this consultation into the IDP will ensure that is up-to-date and robust prior to the EiP into the Local Plan, which is scheduled to take place early in 2017.

Next Steps

1.25 The submission of detailed, up-to-date information from infrastructure and service providers will enable the council to identify the principal infrastructure that is required to support development proposed in the Local Plan. This infrastructure, along with other major infrastructure projects that are planned within the plan period up to the year 2032, are identified in the Infrastructure Delivery Schedule (the IDS), set out in Appendix 2 of this IDP.



Physical Infrastructure

Chapter 2 : Transport

Chapter 3 : Utilities

Chapter 4 : Waste Management

Chapter 5 : Flood Risk and Coastal Defence

Chapter 2 :

Transport

Highways

- 2.1 Highways England is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The strategic road network in Fylde consists of the M55 motorway and its junctions and the A585(T) north of the M55. The council needs to demonstrate that the proposals in the Local Plan will not have a significant detrimental impact on the strategic road network.
- 2.2 Lancashire County Council (LCC) is the Highway and Transport Authority for Fylde and is responsible for the local highway network, the production of the Local Transport Plan (LTP) and its Implementation Plan. In July 2015, LCC adopted the Fylde Coast Highways and Transport Masterplan, which had been issued for consultation during January and February 2015. The Masterplan sets out an evidence based highways and transport strategy and the basis for future decisions on transport infrastructure planning and strategic priorities for the area. The IDP and the Infrastructure Delivery Schedule refer to all of the highway and public transport schemes and initiatives that are proposed in the Fylde Coast Highways and Transport Masterplan.
- 2.3 Central Government funding processes for local transport infrastructure changed with effect from April 2015 and are likely to change further. The Local Growth Fund includes a significant amount of local transport funding from the outset. In addition to funding for local major transport schemes, over 40% of the Integrated Transport Block grant funding currently received directly by local transport authorities will be included, thereby reducing the amount of guaranteed funding going forward. Access to the Local Growth Fund is competitive and secured through a Growth Deal negotiated between the Government and the Local Enterprise Partnership.

The M55 to Heyhouses (St Annes) Link Road

- 2.4 The M55 to Heyhouses Link Road has planning permission as part of the development of 1,150 homes at Queensway, St Annes. This Link Road is identified on the Policies Map which accompanies the Publication version of the Local Plan, will improve access to and from Junction 4 of the M55 from St Annes, accommodate the additional traffic generated by the Queensway development (site HSS1) and improve access to the Royal Lytham and

St Annes Golf Club. The northern section of the road, just south of Junction 4 (M55), has been constructed as part of a retail development and a section to the south has also been completed. The estimated cost of the Link Road is £16.84 million, which will be funded through Highways England's Growth and Housing Fund. An east-west road will also be provided as part of the Queensway development in order to provide access to the housing scheme.

- 2.5 The new link road will provide a direct route between the M55 at Junction 4 and the A583 Preston New Road to the B5261 Blackpool Road in St Annes. It will give better access to development sites, including Whitehills and Blackpool Airport Enterprise Zone, to new housing at Heyhouses and for tourism. Development of the M55 (Junction 4) to Heyhouses Link Road is required to overcome existing congestion between Junction 4 of the M55 and St Annes and to accommodate the residential development identified for the Lytham and St Annes Strategic Location for Development. The scheme will also provide some congestion relief and allow Wild Lane to be used as a sustainable transport link by pedestrians, cyclists and equestrians.

The M55 to Fleetwood Corridor improvements (formerly known as the Blue Route)

- 2.6 There is significant traffic congestion on the A585(T) at peak times and increasingly at other times of the day and at weekends, and development proposed in the emerging Wyre Local Plan and Wyre's adopted Fleetwood-Thornton Area Action plan will place additional pressure on this route. There is a long standing aspiration to build a dual carriageway road to connect a new junction on the M55 east of Peel Hill to the Victoria Road roundabout on the A585(T) between Thornton and Cleveleys. This scheme, known as the 'Blue Route' would alleviate traffic congestion and improve north-south road links north of the M55 and enhance accessibility to and from Fleetwood. Fleetwood is still officially classified as a port and has commercial sailings linked to the offshore energy sector.
- 2.7 The southern section of the 'Blue Route', which lies within Fylde, would link the A586 Garstang Road East with the M55 between Junctions 3 and 4. This section would comprise a new junction on the M55 to the east of Junction 4 at Peel Hill and a new 7.5km dual carriageway link to the A586 Garstang Road East to the west of Little Singleton. Funding for the Blue Route is uncertain; its cost is estimated to be around £150 million at 2012 prices but this could rise to over £200 million, taking account of inflation. If the 'Blue Route' were to go ahead, funding could not be secured within the lifetime of the Local Plan. Nevertheless, the Local Plan should show the route as a protected line, at least until the M55 to Fleetwood Corridor Study presents its findings. This study will consider the scale and scope of the problems on the A585(T) and wider issues that are intrinsically linked to the operation of the A585(T) and access onto the M55 at Junction 3, north of Kirkham and Wesham.



The A585 Skippool – Windy Harbour Improvements

- 2.8 This Highways England scheme is likely to comprise a new offline bypass of Little Singleton. The scheme would remove the current pinch point at Five Lane Ends and provide the opportunity to improve the A585(T) Mains Lane / A588 Shard Road junction. It could also remove rat-running traffic from Singleton. Work on developing this scheme is at a very early stage of option development, so as yet the form the scheme could take is not known. A Preferred Option will be put to a public consultation during 2016, before the formal consultation process to seek a Development Consent Order begins in 2017. At this stage, it is anticipated that construction work would begin in 2019/20 and be completed in 2021/22, well within the Local Plan period.

Preston Western Distributor Road

- 2.9 The Preston Western Distributor Road is a proposed dual carriageway road linking the M55 near Bartle, through the construction of a new junction (Junction 2), with the A583 east of Clifton, as identified in the adopted Central Lancashire Highways and Transport Masterplan, 2013. In addition to the Distributor Road there will be an East-West Link Road through the North West Preston strategic housing area, north of Cottam, together with a Cottam Link Road to the Preston Western Distributor Road. The construction of the Preston Western Distributor Road will improve road access to the Enterprise Zone at BAE Systems, Warton, to the wider Fylde Coast and serve new housing on land in north-west Preston (Central Lancashire). The adopted route for the Preston Western Distributor Road and the Cottam Link Road is shown on the Policies Map, which accompanies the Publication version of the Local Plan.
- 2.10 The delivery of the new Preston Western Distributor Road between the M55 and the A583 will:
- Improve access from the motorway network to the Enterprise Zone at BAE Systems, Warton.
 - Give easier access westwards without having to use narrow country lanes.
 - Provide options to avoid Preston city centre for east-west journeys.
 - Give access to the motorway network without using M55 Junction 1 at Broughton, which is still busy after its redesign in 2013.
 - Enable provision of a new rail station west of Cottam (i.e. Cottam Parkway), to serve new housing development and act as a Park and Ride station.
 - Allow bus priority measures, public realm enhancements and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane / Woodplumpton Road and A583 Riversway corridors and in Lane Ends local centre (all within Preston).
- 2.11 The relationship of the proposed new distributor road to the North-West Preston strategic housing area (at Higher Bartle) will be critical to ensuring that the new road is fully and properly utilised.

- 2.12 The construction costs of the road and motorway junction are estimated to be £92 million. The funding sources are as follows:
- Growth Deal: £58 million
 - Highways England: £25 million
 - LCC: £9 million
- 2.13 The latest estimates from LCC are that the East-West Link Road through the North West Preston strategic housing area will open by spring 2017. Works on the Preston Western Distributor Road and Cottam Link Road are timetabled to begin in 2017, with the roads opening in 2019.

M55 Junctions

- 2.14 Works at Junction 32 of the M6, have improved the northbound link between the M6 and the M55, by forming a five lane carriageway over a limited stretch of the road. Highways England has confirmed that significant development in the vicinity of Junction 4 of the M55 (i.e. the Fylde-Blackpool Strategic Location for Development) would not have a major significant impact on Junction 1 at Broughton. Highways England has requested the submission of evidence to confirm the level of impact on the strategic road network at Junction 3 of the M55 and that such impacts can be appropriately accommodated.
- 2.15 In terms of highways, it is anticipated that improvements will need to be made to Junction 4 of the M55 in order to accommodate the development of the strategic sites in this area. New or improved signalised junctions and public transport will be required for good access, including associated highways infrastructure, such as cycling and pedestrian access.

Warton

- 2.16 It is anticipated that Warton will expand its role to a Local Service Centre during the lifetime of the Plan, when development identified in the Local Plan in the Warton Strategic Location for Development has been delivered, including the development of a local retail centre. In view of this, the council will continue to work with LCC to determine the potential increase in traffic through Warton that would be generated from the development of the committed strategic sites in this location.

Next steps

- 2.17 The council will approach Highways England and LCC to present detailed modelling to understand the impact of the proposed strategic sites on both the strategic and local road networks, as well as to define what infrastructure upgrades are required. Highways England will assist the council in understanding, defining and agreeing these impacts and infrastructure requirements.

Bus Services

- 2.18 LCC works with local bus operators to provide bus services in the county. Lancashire has an extensive network of services, from high frequency services serving urban areas, to rural services providing a vital community link.
- 2.19 LCC's bus service subsidies ceased on 2 April 2016. These local bus services are registered with the North Western Traffic Commissioner. It will be for the operator to either deregister the services with the Traffic Commissioner after 2 April 2016 or determine whether they could continue to provide some service in the area, without any level of subsidy from Lancashire County Council. When information about potential service coverage is known, LCC will forward details of those services, whole or sections, which LCC are anticipating not to be provided, to other operators to establish if there are alternative commercial opportunities to maintain some level of service in an area. Following these discussions with bus operators, LCC would then be in a position to advise residents where conventional bus services would no longer operate and what, if any, mitigating action that can be taken to access or develop any potential Parish or Community Bus or Community Transport based transport schemes.

Bus Services and Future Development in Fylde

- 2.20 In terms of future development, bus services are easier to upgrade than rail services, and would be relatively quick to implement. LCC aim for bus services to be in operation before a development is completed, in order to influence how people use public transport. However, this is dependent on the developer paying Section 106 contributions at an early stage. There may not be a bus service in the future if that service would subsequently require subsidy. More imaginative solutions will be pursued. Public transport connections to new development will be an essential requirement both for sustainability and to manage traffic growth. Moving forward, there will be a need to ensure that any form of public transport provided to enable development can be self-supporting in the long term without requiring further public subsidy.



Lytham and St Annes

- 2.21 Bus services in Lytham and St Annes are most frequent towards the coast, particularly to and from Blackpool. Bus services further inland are generally less frequent and bus services to other settlements, particularly Kirkham, Wesham and the rural settlements are also infrequent.
- 2.22 Site **HSS1** (Queensway, St Annes) is situated on the northern edge of St Annes where bus services are infrequent.
- 2.23 Site **MUS4** (Heyhouses Lane, St Annes) is better integrated into the settlement and is close to a frequent bus service along Church Road in St Annes.

Fylde-Blackpool Periphery

- 2.24 The nearest bus service for site **MUS1** (Cropper Road East, Whitehills) is at Lytham St Annes Way, south of the site. This, along with the bus service that would serve site **MUS2** (Whyndyke Garden Village, Preston New Road, Whitehills), is a half hourly service that connects to Blackpool, Kirkham and Wesham, but not to Lytham or St Annes. Rail accessibility is poor for sites around Junction 4 of the M55 at Whitehills.
- 2.25 Sites **HSS4** (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and **ES5** (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are more accessible by bus, with frequent services into Lytham, St Annes and Blackpool. However, Kirkham and Wesham are not easily accessible by bus from these sites. Squires Gate railway station lies within the Blackpool Airport Corridor and is accessible to sites **HSS4** and **ES5**; and the Blackpool tramway can be accessed at nearby Starr Gate.

Warton

- 2.26 Warton is accessible by bus to and from Blackpool, Lytham, St Annes, Freckleton and Preston. However, access to Kirkham, Wesham and the Tier 1 and Tier 2 rural settlements is poor. Measures should be considered, such as the creation of green routes for pedestrians and cyclists in Warton to Lytham Road, where there are bus services.
- 2.27 Site **HSS7** (Highgate Park, Lytham Road, Warton) and site **HSS2** (Blackfield End Farm) are well integrated into the settlement and has good access to the frequent bus service along Lytham Road.

Kirkham and Wesham

- 2.28 Bus services to and from Kirkham and Wesham from Blackpool, Lytham, St Annes, Warton, Freckleton and most of the borough's rural settlements are infrequent. However, Preston and the rural settlements of Newton and Clifton are significantly more accessible by bus to and from Kirkham and Wesham, with frequent services.
- 2.29 In light of the electrification of the Blackpool to Preston railway line, LCC will work with local bus operators to improve public transport connectivity with this improved service and improve links along the Blackpool-St Annes-Preston corridor, as stated in the Local Transport Plan (LTP3) Implementation Plan.

Next steps

- 2.30 The council will liaise with LCC to determine what infrastructure upgrades could be facilitated through developer funding and other measures so that the proposed strategic and non-strategic sites have appropriate access to sustainable transport.

Rail Services

- 2.31 Network Rail own and operate Britain's rail infrastructure, and have an obligation to maintain and enhance the network. Network Rail does not own passenger or commercial freight rolling stock. Although it owns over 2,500 railway stations, most are managed by train operating companies. Enhancements to rail infrastructure are not determined by Network Rail, but are solutions offered by Network Rail to outputs specified by the Government, unless the enhancement is performance related to meet targets.
- 2.32 Network Rail operates under five-year control periods. Network Rail is planning for the next Control Period (CP6) 2019-2024.

Electrification

- 2.33 Electrification of parts of the rail network is currently underway in the North West, and is included in Network Rail's delivery plan for CP5. Electrification of the Blackpool North to Preston line is scheduled to be completed within the plan period. When completed in May 2018, most of the rolling stock will be able to run at 90mph, compared to the current maximum of 75mph, thus reducing journey times. The new Northern Franchise has resulted in brand new rolling stock that will operate Northern Connect services between Blackpool North and Manchester Airport. Trains will be able to accelerate faster, brake faster, cause less track damage and will also be more economical to run.
- 2.34 Electrification will bring greater service reliability with increased capacity and improved links to Manchester, Manchester Airport and Liverpool. To electrify, Network Rail need to co-ordinate track renewals and replace signalling in order to deliver modern day standards. The track, signalling and electrification structures at Blackpool North Station are all subject to the electrification and enhancement scheme, and it is likely to have two platforms extended to accommodate the longer 'Pendolino' class trains.
- 2.35 Electrification is being delivered by Network Rail in partnership with train operating companies and other stakeholders. The cost of electrification in the North West is being funded from the £1.3 billion allocated by government for Network Rail's network electrification programme.

Direct London - Blackpool Service

- 2.36 A direct London to Blackpool service, operated by Virgin Rail, started in December 2014. The service stops at Poulton-le-Fylde and Preston railway stations.

South Fylde Line

- 2.37 The Fylde Coast Highways and Transport Masterplan identifies the South Fylde Line (Blackpool South to Kirkham and Preston via Lytham St Annes) as a key weakness in the Fylde Coast public transport network. The potential of the line could increase significantly if possible connections with the Blackpool Tramway are considered. Lancashire County

Council is a partner in the European SINTROPER (Sustainable Integrated Tram-based Transport Options for Peripheral European Regions) project. The Council secured funding to investigate the best way of enhancing the role of the South Fylde Line in providing a southern gateway to Blackpool and to establish what the most viable and cost-effective way of linking the South Fylde Line and the Blackpool Tramway might be and what benefits such a link might deliver. The study reported in September 2015. It considered a number of options for developing the route and for encouraging economic growth in the South Fylde and regeneration, particularly in parts of south Blackpool. Two potential high value for money interventions have been identified and the County Council is now considering how these could be taken forward.



North Fylde Line

- 2.38 Electrification of the Blackpool North line will result in changes to a number of stations. The layout of Kirkham Station will change, enabling through trains to be able to travel faster past the station. An Access for All scheme could provide compliant disabled access at Kirkham station, if an option for a new platform is progressed as part of the electrification scheme. There is also potential to increase car parking capacity at the station, through the provision of a park and ride - giving it a far greater potential to attract users among residents and businesses in the surrounding area. The smaller stations on the Fylde Coast also have the potential to serve greater markets than they do at the moment. In order to establish just what potential these stations have, LCC will undertake a Fylde Coast Study. The study will look at potential users and also how LCC can work with other agencies to improve the attractiveness of the stations, particularly as part of an integrated, door-to-door sustainable travel network.

Cottam Parkway

- 2.39 The new parkway rail station, which will be located west of Cottam, will be accessed off the Preston Western Distributor and it is planned to be completed in 2022/23. The station will offer a parkway service for the Fylde Coast. The potential for through services via the South Fylde Line could make the parkway even more attractive to visitors. The Blackpool South to Preston / Colne service may well call at Cottam Parkway.

Rail access at the Strategic Locations for Development

Lytham and St Annes

- 2.40 There are three railway stations within the Lytham and St Annes strategic location. These are located at St Annes, Ansdell and Lytham, and are situated on the South Fylde Line that links Kirkham and Wesham to Blackpool South. Whilst the strategic location is well-served by railway stations, the train service is infrequent and unreliable and it is a single track. However, as stated above, there could be scope to increase the capacity of this line.

Fylde-Blackpool Periphery

- 2.41 Sites MUS1 (Cropper Road East, Whitehills) and MUS2 (Whyndyke Garden Village, Preston New Road, Whitehills) do not have rail access, although there could be scope to improve and / or create bus services to access railway stations at Blackpool from these sites. Sites HSS4 (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and ES5 (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are situated in close proximity to Squires Gate station on the South Fylde Line, and are also close to light rail (tram) access into Blackpool.

Warton

- 2.42 Warton has no rail access.

Kirkham and Wesham

- 2.43 Kirkham and Wesham railway station has the best and most frequent rail service in the borough. The development of the strategic sites at Kirkham and Wesham could provide opportunities to provide improved pedestrian, cycling and public transport access to and from the station.

Next Steps

- 2.44 The council will continue to liaise with LCC and Network Rail in the development of the Viability Study.

Blackpool Airport

- 2.45 Blackpool Airport was proposed as an Enterprise Zone in March 2015 and following the submission of a business case it was designated in April 2016. The Enterprise Zone fronts Squires Gate Lane and currently comprises a mix of airport hangars, long stay surface car parking and sports pitches. Planning permission for the flagship Lancashire Energy HQ has already been granted on the site.
- 2.46 Fylde Council supports the sustainable development of Blackpool Airport. Enabling development comprises a 10.9 Ha strategic employment site (ES5 – Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) on the north side of the airport. The development of this site will be essential for the long term future viability of the airport.
- 2.47 Generally, developments at the airport will be self-financing but some funding may be sought from public sources. Blackpool Airport is keen to ensure that funds will be available through the CIL for road infrastructure and other surface access improvements.
- 2.48 With no masterplan in place at the moment, this IDP cannot be specific about what measures may be needed in the future to support the Enterprise Zone. However the site develops though, effective, sustainable transport links will be a key consideration, as

travel to the site other than by car is currently difficult. In particular, access from rail or tram is very limited. However, proposals in the adopted Fylde Coast Highways and Transport Masterplan, especially for the South Fylde Line, have the potential to make access very much easier. A Surface Access Strategy is required to enable improved public transport to and from the airport.

Next steps

- 2.49 The council will work with other agencies to ensure that improvements are made to surface access (public transport) to Blackpool Airport from surrounding areas and other transport nodes.



Cycling Infrastructure

- 2.50 Cycling helps reduce congestion and carbon emissions, is good for health and wellbeing; importantly, it can also provide a low cost means of transport for access to employment and to education and is an important leisure pursuit. Cycle tourism also contributes to the economy, both directly and indirectly. The improvement of cycling infrastructure will therefore have multiple benefits.
- 2.51 Perceived highway safety is a major reason why people do not cycle. Cycling needs to be safe, attractive and convenient for residents and visitors to make every day journeys by bicycle in Fylde, and current infrastructure must be good enough to encourage more people to cycle. The provision of off-road cycle routes is one means of increasing the number of cyclists in the borough. However, there is currently only 13 km of off-road cycle routes in Fylde.
- 2.52 Current cycling infrastructure has the potential to only achieve a slight increase in cycle use. Some areas of Fylde are particularly unattractive for cyclists, for example the area south of the M55 at Peel Hill has poor links to Blackpool and St Annes.
- 2.53 The Fylde Coast Highways and Transport Masterplan proposes the creation of a Fylde Coast Cycle Network which will build on work already undertaken between Fleetwood and Starr Gate and in Lytham and St Annes; as well as the Blackpool Explorer routes and initiatives that are underway such as Blackpool Green Corridor initiatives.
- Key to the Network will be the completion of the Fylde Coastal Way, which will ultimately be part of a high standard multi-user route linking the Guild Wheel to the Morecambe Bay Cycle Way, which is partly dependent on retention of the Knott End Ferry. Whilst much of this route is already off-road, LCC will work towards ensuring that the whole length of the Way is a family-friendly, long distance route, suitable for all users. The Coastal Way will serve Warton Enterprise Zone.
 - LCC will also work to improve the towpaths of the Lancaster Canal to provide a long distance circular route that links Lancaster, Preston and the Fylde Coast. By linking with the minor road network, the canal also provides a route from Preston to Salwick and Kirkham.

- The Coastal Way will form the spine of the wider network. Links in this network will provide one of two types of cycle route:
 - Explorer Mini-wheels, as the name suggests, will build on LCC's experience in delivering the Guild Wheel and the Explorer routes; the routes will be family friendly, multi-user, circular routes aimed at the leisure and tourist market. They will be designed to bring the maximum economic return to the area and will generally link to the Coastal Way or to the Lancaster Canal.
 - Green Spokes will build on the Green Corridors; LCC will seek to ensure that key employment destinations are accessible by cycle on safe routes that commuters feel comfortable using throughout the year. These routes will generally be linked to the Coastal Way, but may also radiate off Explorer Wheels.
- 2.54 LCC want to see improvements to cycle connections through the development of the Fylde Coast Cycle Network. Within Lytham and St Annes, measures will be carried out on the A584 and B5261 corridors to make them attractive to cycle on. Improvements will be made to the minor road network and to link cycle paths to make it more attractive to cycle from residential areas to town centres, shops, schools, colleges and the seafront. A key link is from the Queensway development (site HSS1) to the coastal cycle route.
- 2.55 Developments on the west side of Kirkham are likely to result in improvements for cyclists on the A585 (Kirkham Bypass West) including a cycle path along the bypass and crossing facilities linking the development with the town. There is a need to continue the cycle network along the A583 south and to improve cycle links between Kirkham and Warton. There is an opportunity to develop Kirkham railway station as a hub for cycle/rail journeys. Building a cycle path along the A583 would link Kirkham with Preston and the Guild Wheel. Minor roads to the north, together with the canal towpath represent an alternative cycle route from Kirkham to Preston via Cottam. The provision of a cycle/bridleway alongside the proposed M55 to Heyhouses Link Road will offer a high quality cycle route from Lytham and St Annes to Peel. Developments in the Fylde – Blackpool Periphery Strategic Location for Development should result in improvements to the network enabling cyclists to continue their journey to the east side of Blackpool. Improvements for cyclists on the A585 north of the M55 are likely to be carried out as part of Highway England's programme of improving cycle facilities on trunk roads.

Next Steps

- 2.56 The council is engaging with LCC and its consultants Jacobs, in the development of a 10 year Lancashire Cycling and Walking Investment Strategy, which will be aligned to the Fylde Coast Highways and Transport Masterplan. This will position the county and borough councils favourably for future government investment and in shaping the proposed Fylde Coast Cycle Network. The development of this strategy will increase cycling and walking numbers which will have real benefits in terms of health, air quality, congestion, employment and skills, social deprivation and cohesion. The council is also working with LCC to establish in greater detail the cycling requirements in connection with the proposed quantum and distribution of development identified in the Local Plan.

Public Rights of Way, Footpaths and Bridleways

- 2.57 LCC is responsible for a network of 5,544km of public rights of way in Lancashire, including bridleways. There are 128km of public rights of way in Fylde including 18km of bridleways. There is scope to expand footpath and bridleway provision in Fylde as identified in the Lancashire Rights of Way Improvement Plan, especially along the coast. Fylde Council is working with LCC on the creation of a coastal path from Starr Gate to Freckleton, further details of which are outlined in the Coastal Strategy. This would be part of the national footpath around the English coast. The bridleway network around Lytham Moss provides an opportunity to develop multi-user paths with the potential to link Lytham Hall Park and Park View Playing Fields at Lytham, or to link-up with paths in the north towards Blackpool.



Chapter 3 :

Utilities

Electricity

Electricity Transmission

- 3.1 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. National Grid is required to provide an efficient, economic and co-ordinated transmission system.
- 3.2 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.
- 3.3 National Grid has stated that quantum and distribution of development in Fylde is unlikely to have a significant effect upon National Grid's electricity transmission infrastructure, given the scale of the electricity transmission network.
- 3.4 A substantial amount of new electricity generation is planned to connect to the system in the North West region over the next few years. The key projects are:
 - **Moorside Power Station** – A new 3.4 Gigawatt (GW), nuclear power station proposed near Sellafield in West Cumbria. National Grid is required to connect this power station to the transmission system by 2022, and to export power from the station by 2023.
 - **Windfarm projects** – A number of offshore windfarm projects are contracted for the North West to connect to Heysham Power Station. National Grid is required to export power from these wind farms, which will total 2.1GW capacity.
- 3.5 In order to meet these and other new connection requirements and to maintain sufficient levels of electricity generation to the region, major transmission infrastructure developments are required. The purpose of the North West Coast Connections project is to find the best way to reinforce the national electricity transmission system to provide the required new connections.
- 3.6 National Grid has selected the route corridor to provide a complete connection for Moorside, which is made up of two parts including:

- a route going onshore north from Moorside to a point on the existing grid network at Harker, near Carlisle; and
 - a route going onshore south from Moorside across the Furness peninsula then under Morecambe Bay through a tunnel which comes up near Heysham and connects into the existing network at the proposed new Middleton substation in Lancashire.
- 3.7 The route going onshore south with tunnel under Morecambe Bay would result in no significant infrastructure implications for Fylde. The route corridor that National Grid has decided to progress will, in the main, follow the path of existing pylon lines owned and operated by Electricity North West (ENW). The project is expected to be delivered early in the next decade and is anticipated to cost in the region of £500 million. The project aligns with Britain's Energy Coast, which is a £2 billion package of regeneration projects that aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation.

Electricity Distribution

- 3.8 Whilst National Grid operates the electricity transmission network, it does not distribute electricity to individual premises. In the Fylde area, this is the role of Electricity North West, who is the electricity distribution company for the region. Electricity North West takes supply from the National Grid and delivers it to 2.3 million customers.
- 3.9 Electricity North West requires detailed information in relation to types of heating systems and use of renewable energy for new development before it can provide a response in relation to the capacity of the network, as such considerations can have a significant impact on the capacity of the network. It is not possible to provide this level of detail in the Local Plan. However, the council will work with Electricity North West with the aim of establishing an indication of what infrastructure reinforcements will be required to support the quantum and distribution of development proposed in the Local Plan.
- 3.10 Electricity North West (ENW) has confirmed, based on certain assumptions, that the electricity infrastructure in the vicinity of the proposed allocations in the Local Plan has sufficient capacity without the need to upgrade or reinforce the local electricity network. The electricity network will need refining, but detailed information will be required in order to determine what refinements will be required: i.e. the number and type/size of homes (large/small detached, terraced etc); heating requirements of the homes (gas/electric/other); domestic generation capability (Solar PV cells); and employment land usage (offices, leisure, industrial).

Next Steps

- 3.11 The council will continue to be kept informed of the progress of the North West Coast Connections through the workshops held by the National Grid Project team.
- 3.12 As outlined above, the council will seek to engage further with Electricity North West to establish what infrastructure is required to support the proposed quantum and distribution of development identified in the Local Plan.

Gas

Gas Transmission

- 3.13 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.
- 3.14 National Grid has stated that quantum and distribution of development within Fylde is unlikely to have a significant effect upon National Grid's gas transmission infrastructure, given the scale of the gas transmission network.

Gas Distribution

- 3.15 National Grid Gas Distribution owns and operates the local gas distribution network in the 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.
- 3.16 The Distribution System consists of three pressure tiers:
 - i. Intermediate pressure, operating between 7 bar¹ and 2 bar
 - ii. Medium pressure, operating between 2 bar and 75 megabar; and
 - iii. Low pressure, operating below 75 megabar
- 3.17 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, National Grid Gas Distribution has undertaken a basic analysis for the council which indicates for each individual strategic site whether reinforcements would be required to the low pressure gas distribution network. It also indicates whether a medium or intermediate pressure connection may be available.
- 3.18 National Grid's distribution system is dynamic and changes throughout the year. Therefore, the information provided does not guarantee that the capacity will be available when requests for gas connections are received, but it does give an indication of the availability of gas on the network based upon their Year 5 planning horizon as the network currently stands. The analysis also assesses sites individually rather than cumulatively.
- 3.19 National Grid Gas Distribution analysis indicates that reinforcement may be required before the estimated load generated by the development of each of the following strategic sites can be taken. The brackets indicate whether a medium pressure (MP) or intermediate pressure (IP) connection could be possible.
 - **HSS1** Queensway, St Annes (MP)
 - **HSS4** Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor (MP)

¹ 'Bar' is a unit of pressure.

- **HSS7** Highgate Park, Lytham Road, Warton (MP)
 - **HSS8** The Pastures, Fleetwood Road, Wesham
 - **HSS9** Land North of Blackpool Road, Kirkham (MP)
 - **MUS2** Whyndyke Garden Village, Preston New Road, Whitehills (MP)
 - **MUS4** Heyhouses Lane, St Annes (MP)
- 3.20 The following sites could be taken without any reinforcement, depending on the connection location:
- **ES5** Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor (IP)
 - **MUS1** Cropper Road East, Whitehills (MP and IP)
- 3.21 For site **MUS3** (Mill Farm Sports Village, Fleetwood Road, Wesham), the nearest gas main is more than 250 metres from the site boundary. Reinforcement would therefore be required to the gas distribution network so as to deliver this site.

Next steps

- 3.22 National Grid Gas Distribution has stated that further investigation into the level of any reinforcement works that may be required would be undertaken when firm connection requests were received for the sites in question. This limits the potential for further information to be obtained from National Grid Gas Distribution. Nevertheless, the council will continue to consult National Grid Gas Distribution, along with National Grid, throughout the preparation of the Local Plan and this IDP.

Telecommunications

- 3.23 Telecommunications form a vital component of economic competitiveness, emergency response and recovery and quality of life. Demand for telecommunications infrastructure is expected to grow in line with housing and economic growth over the Local Plan period.
- 3.24 The Mobile Operators Association represents the four UK mobile network operators – 3; Telefonica (O2); Everything, Everywhere (formerly Orange and T-Mobile); and Vodafone – on town planning issues. The Mobile Operators Association has commissioned Mono Consultants Ltd to monitor all emerging development plan policies and supplementary planning guidance relating to telecommunications development on its behalf, and these have provided the information set out below.
- 3.25 It is therefore important that the necessary infrastructure can be delivered in line with the quantum and distribution of development across the borough over the Local Plan period. It is not possible for any operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years' time. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.

- 3.26 Mobile telecommunications are vital for the delivery of sustainable development and are crucial to the success of the Government's plans for digital connectivity and wider economic growth. Good mobile connectivity is vital for both residents and businesses. Though coverage across the UK is good, lower population density and challenging topography limits coverage in some rural areas.
- 3.27 Telecommunications cannot operate without a network of base stations and supporting infrastructure. Connecting a base station to the rest of the network is usually much more expensive in rural areas. For example, in urban areas, connecting a base station to the main network may mean digging a trench a few feet. However in a rural area, it may be hundreds of yards or even miles. Providing base stations with an electricity supply in urban areas is rarely a problem, but in some rural areas connecting to the electricity supply can be difficult and sometimes prohibitive, as costs can be significantly higher. These economic factors are more significant because of the low population density and the consequent lack of revenue available to cover capital expenditure and ongoing operating costs.
- 3.28 The mobile network is a crucial piece of national infrastructure, but it is delivered locally. For this reason, the council has a vital role to play in delivering better connectivity.
- 3.29 In October 2011, the Government announced £150 million in capital expenditure to improve mobile phone coverage and quality in areas where there is an insufficient commercial case. This is known as the Mobile Infrastructure Project. Through Broadband Delivery UK, the Government is currently developing the delivery model and procurement options for the project. Operators are committed to working to extend the benefits of mobile communications as widely as possible, and are keen to work with local communities' representatives to do so. Mobile operators are working with Ofcom and Broadband Delivery UK, with other public bodies and stakeholders in local areas to bring together relevant expertise to find creative solutions to resolve lack of coverage in areas where commercial solutions are unviable.

Superfast Broadband

- 3.30 Lancashire Superfast Broadband is a joint project between LCC, the two unitary authorities of Blackpool and Blackburn with Darwen Councils and the twelve district authorities of Lancashire.
- 3.31 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 area').
 - 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.

- 3.32 The completion of 98% of the superfast broadband project that covers Fylde is expected in March 2018.

Next steps

- 3.33 The council will work with the mobile network operators to ensure that new and improved telecommunications infrastructure is delivered sustainably over the Local Plan period in line with technological advances.
- 3.34 Mobile operators regularly submit plans to councils that provide details of all existing base stations within the authority's area and an indication of those additional sites each operator anticipates requiring over the coming twelve months. The council will consider meeting with operators to discuss their plans and ascertain the specific requirements generated from the proposals in the Local Plan.

Renewable and Low Carbon Energy

- 3.35 Lancashire is committed to becoming a low carbon economy and to reach the national goal of generating 15% of the UK's energy needs from renewables by 2020. The drive towards increasing the deployment of renewable energy is as important for the achievement of economic and social imperatives, such as fuel security, job creation and addressing fuel poverty, as it is for environmental reasons.
- 3.36 The Lancashire Sustainable Energy Study was produced for all Lancashire authorities in April 2011 and updated in 2012. The study concluded that Fylde has the deployable resource potential of 61 Megawatts (MW) by 2032, the equivalent of 5% of Lancashire's deployable potential. Further information can be found in the Renewable and Low Carbon Energy Generation section in Chapter 13 of the Publication version of the Local Plan and in the Lancashire Sustainable Energy Study (2012).

Next steps

- 3.37 The council will support the provision of renewable and low carbon energy development, where appropriate in the borough, over the Local Plan period to the year 2032.

Water Supply

- 3.38 United Utilities PLC has a statutory duty to develop and maintain an efficient and economical system of water supply in the North West. It also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.
- 3.39 There is production capacity at the water treatment works supplying the Fylde area. However, delivery of the proposed strategic and non-strategic development sites in Fylde

will create a large demand for water, and this could potentially affect water pressure in the borough. However, as a result of the size of developments that are being brought forward in the borough, there may be a need to invest in the network over the plan period as a whole. This is not unusual given the strategic nature of the sites identified in the development plan. This will be done in liaison with developers. There are existing legislative provisions for investing in network reinforcement by developers under the Water Industry Act, 1991.

Proposed Strategic Locations for Development

- 3.40 The information below is based upon advice from United Utilities. It should be noted that the information is based upon high level assessments and is therefore indicative. The information provided by United Utilities should therefore be considered as part of a wider consideration of issues. United Utilities can only fully understand the impact once more detail is known such as connection points, flows and build rates for each of the sites available. This would be discussed with developers direct as part of the usual development process. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure once more detail is known.

Lytham and St Annes

- 3.41 To take account of development identified over the whole plan period, there is likely to be a need to invest in the water network. Infrastructure capacity for water supply is limited for Queensway, St Annes (site **HSS1**) and for Heyhouses Lane, St Annes (site **MUS4**). There is therefore a requirement for investment to meet demand and / or to reduce consumption elsewhere, in order to deliver these sites.

Fylde-Blackpool Periphery

- 3.42 Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate larger developments at the Fylde-Blackpool Periphery. Further infrastructure for water supply is required for Whyndyke Garden Village (site **MUS2**), Cropper Road East (site **MUS1**) and Cropper Road West (site **HSS5**).

Warton

- 3.43 Over the plan period as a whole, whilst there are no major water supply issues in this part of the borough, some minor level reinforcement may be required as a result of developments at Warton.

Kirkham and Wesham

- 3.44 Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate developments at Kirkham and Wesham.

Rural Settlements outside Strategic Locations for Development

- 3.45 United Utilities has advised that any development in the rural settlements would need to be considered on its own merits having regard to the individual circumstances of each application.

Water Supply – the next steps

- 3.46 The council will continue to engage with United Utilities as the Local Plan develops, particularly to decide whether detailed modelling is required to understand more fully the infrastructure that is required to support the proposed quantum and distribution of development identified in the Local Plan.

Wastewater and Drainage

Bathing Water Quality

- 3.47 The beaches on the Fylde Coast are popular with local people and tourists, and many enjoy bathing in the sea. The quality of the bathing waters in the country is regularly monitored by the Environment Agency, and as there are several bathing waters along the Fylde Coast, the quality of these waters is a significant factor in maintaining and improving the visitor economy.
- 3.48 The Bathing Water Directive sets the standards for water quality at popular beaches. If bathing water at the beach does not meet the minimum standards set by the Directive, the Environment Agency will investigate the source of pollution and recommend remedial measures.
- 3.49 Bathing water quality on the Fylde Coast has improved significantly over the past 20 years. However, United Utilities completed the Preston Tunnels scheme in February 2014, improving unsatisfactory intermittent discharges within the Ribble Estuary. As a result, an evidence case was approved to assess St Annes and St Annes North bathing waters on bathing water quality data collected since the improvements. The case was accepted. In 2014 both bathing waters met and exceeded the minimum Bathing Water Directive standards achieving a classification of Good. In 2015 this was maintained at St Annes, with St Annes North achieving Excellent.
- 3.52 In 2015 a revision to the Bathing Water Directive came into force. It introduced higher standards for bathing water quality, and has a requirement for public information about water quality to be available at all bathing waters. If bathing waters do not meet



the stricter Directive standards, there is a requirement to erect signs advising of the quality of the bathing waters. This could have detrimental impacts upon local tourism and the economy.

- 3.50 Bathing water quality can be impacted by contributors. One of the more significant contributors is the amount of spillages from combined sewer overflows into the Ribble Estuary and the sea. United Utilities is the water and sewerage company that operates in Fylde. The majority of United Utilities sewerage systems are made up of combined sewers which, as well as transporting wastewater from homes and industry, also carry surface water run-off from gutters, drains and some highways. There are also a number of watercourses in the area which connect directly with the combined sewerage system. Heavy or prolonged rainfall can rapidly increase the flow in a combined sewer until the volume becomes too much for the sewer to carry and excess storm sewage is discharged to river and sea by way of the combined sewer overflows.
- 3.51 The capacity of the combined sewer system in Fylde is limited, and this is mainly due to the amount of surface water that enters the system. United Utilities aim is for future development not to discharge further surface water to the existing public sewer. Surface water that enters the system puts at risk an increase in foul flooding within the Fylde area and can also impact upon overflows which spill into the Ribble Estuary in the vicinity of the bathing water sites. The Government, through new legislation, is promoting a more sustainable consideration of managing surface water and is promoting the development of Surface Water Management Plans by the Upper Tier Councils, such connection to a public combined sewer being considered as a last resort.
- 3.52 Options for dealing with surface water and its removal from the existing network will need to be explored. United Utilities recommends that any proposals for housing development will need to consider in detail the use of Sustainable Drainage Systems (SuDS) and other water attenuation methods such as balancing ponds, as part of any future planning application.
- 3.53 There are particular surface water issues east of Lytham around Liggard Brook and Main Drain, and such issues need further investigation by United Utilities. Site drainage throughout the borough is a major consideration when selecting possible development sites, development layout and design. The treatment and processing of surface water is not a sustainable solution. In accordance with the hierarchy, set out below, United Utilities expect that surface water be managed at source and not transferred. The transfer of surface water often leads to further problems in that location. The council should request that developers investigate all alternative options before discharging surface water, directly or indirectly, into a public sewerage network in accordance with policy **CL1**: Flood Alleviation, Water Quality and Water Efficiency.
- 3.54 The priority options for the management of surface water are:
- 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;
- Controlled discharge to a watercourse;
- Controlled discharge to a surface water sewer; and
- Controlled discharge into the combined sewerage network, but only as a last resort after all other options have been discounted, including evidence of an assessment.

United Utilities' Assets

- 3.55 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 rural settlements of Elswick and Weeton. The treatment works at Clifton Marsh takes flows from several large 'last in line' pumping stations from the Preston, Fylde and Penwortham area, as set out in **Table 1**. An AMP6 project at Clifton Marsh WwTW will ensure that the WwTW is adequately sized for the potential future development that could occur in Fylde Council and Preston City Council. This is based on the separation of further surface water from developments and the receipt of only foul flows.

Table 1: Strategic pumping stations

Council' areas taking flows to Clifton WwTW	Strategic pumping stations
Preston	Watery Lane Pumping Station
	Lea Gate Pumping Station
Fylde	Freckleton Pumping Station
	Lytham Pumping Station
	Fairhaven Pumping Station
South Ribble	Penwortham Pumping Station

- 3.56 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 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.
- 3.57 Spills from United Utilities assets in the Preston and southern Blackpool are also believed to have an impact upon the two St Annes 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.

- 3.58 Some of the pumping stations in Fylde have been subject to improvement works as part of the 'Preston 32 Unsatisfactory Intermittent Discharges project.' 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.
- 3.59 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 outlines the importance of the preference for no surface water to be discharged to the public sewerage system and this is reflected in policy. In relation to previously developed land, United Utilities recommends the separation of surface water to reduce the amount of run-off from existing sites. On housing sites, a significant betterment can often be achieved by the inclusion of a larger amount of permeable area in the form of gardens and open space.

United Utilities' Assets and Future Development

- 3.60 Every five years, water and sewerage companies assemble and submit a business case for capital investment to the regulator Ofwat, for approval. The outcome informs the principal capital investment over those five years. The current five year capital investment programme, known as the Asset Management Plan, runs from 1 April 2015 to 31 March 2020.
- 3.61 United Utilities is now progressing Asset Management Plan (AMP6).
- 3.62 Future planned development is an important element of United Utilities business case, however, assessing how a development can be most appropriately managed is dependent on detailed information.
- 3.63 United Utilities has stated that it is likely that further strengthening and reinforcement of pumping stations and rising mains is likely to be required to provide for the quantum of development set out in the Local Plan over the plan period to 2032 as a whole. This is so that United Utilities assets are made more robust in dealing with flows to minimise bathing water impact. United Utilities current five-year programme runs from 2015-2020.

Proposed Strategic and Non-Strategic Development Sites

- 3.64 It should be noted that the information is based upon advice from United Utilities and it is predicated upon high level assessments, and is therefore indicative, and it should be considered as part of a wider consideration of issues.

- 3.65 For all sites, United Utilities notes the importance of proposals presenting the most sustainable form of managing surface water from the site in accordance with policy. This will be expected to be investigated and confirmed as part of any planning application submission. It will be necessary to attenuate any discharge of surface water through the incorporation of SuDS; which would be greenfield run-off rate on greenfield sites and surface water betterment is expected on previously developed land. The preference will be for no surface water to discharge to the public sewer if more sustainable alternatives are available. Large development sites will be expected to ensure a co-ordinated and holistic approach to the delivery of drainage infrastructure including sustainable maintenance and management plans. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy **INF1: Service Accessibility and Infrastructure**.

Lytham and St Annes

- 3.66 Lytham and St Annes are currently vulnerable locations in Fylde in terms of increased spills and potential impacts upon the bathing waters of the borough. United Utilities notes the importance of proposals presenting the most sustainable form of managing surface water from the site in accordance with policy. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy **INF1: Service Accessibility and Infrastructure**.
- 3.67 Foul and surface water runs into the same combined sewer and this can result in flooding problems and detrimental effects on bathing water quality along the Fylde Coast, especially during periods of heavy rainfall and storm surges. A number of watercourses in the area discharge to the combined sewage system. There is some limited capacity in the combined sewer system. However, additional loading of the system caused by further development could impact upon overflow spills into the Ribble Estuary and exacerbate effects on bathing water quality, notifiable features and tourism. Therefore, discharges to the combined sewer system will only be permitted as a last resort.

Fylde-Blackpool Periphery

- 3.68 The main problem in the area around Junction 4 of the M55 is the amount of surface water that already enters the combined sewers. Surface water run-off rates and volumes should be reduced to the situation that existed before development has taken place. Surface water on greenfield sites should preferably be managed in accordance with the natural drainage of the site, such as into a brook or dyke. In south Fylde there are few watercourses and the flat topography of the landscape makes it difficult for water in the watercourses to flow. This can result in flooding after heavy rainfall. This is a particular issue to the east of Lytham where Liggard Brook and Main Drain discharge into the Ribble Estuary.
- 3.69 There are surface water issues in the vicinity of Junction 4 of the M55, which mean that development in this area will need to carefully consider the approach to surface water

management. In relation to Cropper Road East (site **MUS1**) and Cropper Road West (site **HSS5**), there are significant issues with surface water, therefore development in these areas should seek to demonstrate how the existing problem of surface water can be improved in order for these sites to be delivered. The Cropper Road and Bangers Lane watercourse is pumped through Red Bridge pumping station. An increase in surface water volumes would have a detrimental effect on this asset. The developable area of the site at Whyndyke Garden Village (site **MUS2**) will not include land in Flood Risk Zones 2 and 3. Land in Flood Risk Zones 2 and 3 could be used for appropriate forms of development, such as landscaping, infrastructure and sustainable drainage systems. The most sustainable form of managing the surface water from the site will be expected to be investigated and confirmed as part of any planning application submission. It will be necessary to attenuate any discharge of surface water through the incorporation of SuDS. This would be to greenfield run-off rates.

- 3.70 Given these problems, surface water generated by development in the vicinity of Junction 4 of the M55 must be managed so that it does not exacerbate flooding to the east of Lytham. Further surface water should be managed in the most sustainable method possible, so as to minimise impact on the sewer network, which would contribute towards increased spillages at combined sewer overflows at Blackpool. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy **INF1**: Service Accessibility and Infrastructure.

Warton

- 3.71 Based on current information held by United Utilities, there may be a need for the wastewater infrastructure in the Warton area to be upgraded so that flows generated from the development of the strategic sites in this area can be carried to Clifton Marsh WWTW. In addition, parts of the strategic sites north of Lytham Road at Warton are not currently sewered which means that new infrastructure will be required. There are existing homes and caravan parks in and around Warton that use poorly maintained non-mains drainage. Any infrastructure improvements should explore the potential to include these on the mains system, which would lead to improvements in Bathing Water quality. The strategic sites at Warton have the benefit of being in relatively close proximity to Freckleton pumping station, in addition to Clifton Marsh WWTW. United Utilities has advised that the delivery of the strategic sites at Warton may require a new pumping station to the north of the settlement to transfer flows to Freckleton Pumping Station and Clifton Marsh WWTW. It will be important to ensure that surface water is managed in the most sustainable way. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy **INF1**: Service Accessibility and Infrastructure.

Kirkham and Wesham

- 3.72 Sites at the east of Kirkham may require less infrastructure improvements, however, this can only be confirmed once greater detail and modelling work has been undertaken by United Utilities to understand the actual pinch points on the foul sewer network. Water supply and wastewater infrastructure will be required to address existing issues with combined sewer overflows in Kirkham and Wesham.

- 3.73 The impact of sites to the north and west of Kirkham and Wesham is likely to be more difficult to most appropriately manage as new infrastructure would be required to carry wastewater through the urban area to Freckleton Pumping Station. Sites in these areas may therefore involve more significant infrastructure works. This does not mean that the sites are undeliverable, but that United Utilities need to explore various options on how to accommodate the development of these strategic sites.

In order to deliver the strategic sites at Kirkham and Wesham, a new pumping station may be required. However, this can only be confirmed following a detailed modelling exercise. Surface water should be managed in the most sustainable method possible to minimise impact on the sewer network. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy **INF1: Service Accessibility and Infrastructure**.

Rural Settlements outside Strategic Locations for Development

- 3.74 There are smaller treatment facilities and sewer networks serving some of the more inland rural settlements, and a greater risk of more of United Utilities assets reaching over capacity if there is increased development in these locations. It may be necessary to co-ordinate the delivery of development with the implementation of infrastructure. Any development in the rural area that could not connect to the main foul sewer network would require the use of non-mains drainage, e.g. septic tank or package treatment plant.

The Environment Agency discourages the proliferation of this type of treatment as it could lead to pollution that would effectively cancel out improvements to bathing water being made through implementation of the Asset Management Plans. This pollution is often as a result of poorly maintained systems.

Wastewater and drainage – the next steps

- 3.75 The council will continue to work with United Utilities to ensure that the combined sewer network can accommodate the proposed quantum and distribution of development set out in the Local Plan. The Local Plan will seek to deliver the relevant actions of the Fylde Peninsula 'Improving our Bathing Waters' Action Plan.
- 3.76 The council will continue to provide input into the Fylde Peninsula Water Management Partnership as the Local Plan progresses, and will utilise the partnership to ensure that the Local Plan deals with surface water flooding and bathing waters issues effectively.

Chapter 4 :

Waste Management

- 4.1 Thornton Waste Recovery Park, in Wyre, treats 225,000 tonnes of household waste each year from the three Fylde Coast Authorities administrative areas and other parts of Lancashire. The Waste Recovery Park processes all waste indoors, making it the UK's first fully enclosed waste treatment facility. Liaison with LCC indicates that the proposed quantum and distribution of development identified in the Publication version of the Local Plan does not raise any significant waste capacity issues, and the facilities at the Thornton Waste Recovery Park have sufficient capacity to deal with this scale of development.
- 4.2 There will continue to be a demand for waste management capacity from existing industries and businesses in Fylde and any expansion or growth in industries promoted by the draft Local Plan will add to this demand. However, any waste infrastructure required as a result of the development of the Fylde Local Plan is more properly addressed through the Minerals and Waste Local Plan, a review of which is ongoing and will involve discussions with Fylde Council under the Duty to Co-operate.

Chapter 5 : Flood Risk and Coastal Defence

Flood Risk Management

- 5.1 The Strategic Flood Risk Assessment for Fylde (SFRA), updated in November 2011 to take account of amendments to the Environment Agency Flood Maps, is essential to infrastructure planning.
- 5.2 In large parts of Fylde, general pluvial flood risk is low, however site **MUS2** - Whyndyke Garden Village, Preston New Road, Whitehills has a medium level of pluvial flood risk and Lytham, Lytham Moss, Warton and Freckleton are at risk of tidal and pluvial flooding. A further constraint to development may be presented by the Lancaster Canal.

Coastal Defences

- 5.3 A key aspect of managing flood risk is the maintenance of flood defences. The council is responsible for undertaking coastal defence inspections and maintenance works on coastal flood defences from Blackpool Airport Corridor, to the former Land Registry building at the southern end of Lytham Green. The Environment Agency is responsible for maintaining most of the flood defences from the former Lytham Land Registry building eastwards to Naze Point, near Freckleton.

- 5.4 A rise in sea levels associated with climate change could increase tidal flooding. Areas of existing housing in east Lytham are located in areas at high risk of flooding (Flood Risk Zone 3). Manmade flood defences will need to be replaced and natural flood defences, such as the sand dunes, will need to be managed to stop dune erosion. There is also the need for regeneration of the seafront and opportunity for integrated amenity space on the sea wall at Fairhaven.

Condition of the Coastal Defences

- 5.5 The borough's sand dunes act as a natural form of defence. Natural England has reclassified the duneland SSSI as 'favourable improving'. However, there is evidence of roll-back at the sand dunes between Squires Gate and St Annes Pier, and 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 sand dunes which has resulted in erosion of parts of the dune system. 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.
- 5.6 The hard defences between Fairhaven Lake and Seafield Road slipway are in a poor condition, and there has been repair and maintenance to the defences which has generally comprised pouring concrete over the defences in order to fill the voids. This approach is not sustainable in the long term, and the defences in this location have a residual life of less than five years. There is therefore a requirement for intervention in the short term. The sheet-pile foundations of the hard defences at Granny's Bay are exposed and the hard defences at Lytham Promenade are in a poor condition. If no action is taken, the hard flood defences at The Island Sea Front Area, Fairhaven Lake and Church Scar (between Ansdell Road South and Lytham Green) will fail, resulting in flooding to residential and commercial properties, tourism assets, infrastructure and services. The sea wall replacement schemes at Fairhaven and Church Scar are due to commence within the plan period. The sea wall at the Pleasure Beach is programmed to be replaced in 18 years' time.
- 5.7 In addition, the ceasing of dune management activities would increase the risk of a breach of the sand dunes leading to potential flooding of properties and infrastructure.
- 5.8 There is the risk of a breach between Lytham Windmill and Naze Point, particularly through the defences at Lytham and Warton, putting properties and agricultural land north of Lytham and to the north west towards Blackpool, at risk of flooding. With sea level rise, the pressure on the defences along this frontage will be increased, thereby increasing the probability of a breach. There are significant assets within this area that could be affected by a breach of the defences, including a number of residential and commercial properties, the A584 coastal road, Lytham Green Drive and Fairhaven golf courses and significant areas of agricultural land.
- 5.9 More information on the coastal defence requirements of the borough is contained in the Coastal Strategy, 2015; the Fylde Shoreline Strategy, 2013; the Shoreline Management Plan 2; and the Project Appraisal for Fairhaven and Church Scar, 2015.

Works Required

- 5.10 The preferred strategy between St Annes Pier and the former Land Registry building 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.
- 5.11 The preferred strategy includes a complete replacement of the defences at Granny's Bay and along Lytham Promenade. This strategy provides a smooth transition from the promontory at Fairhaven Lake to the linear frontage at Lytham Promenade, and these good links will increase tourism potential in this area.
- 5.12 The preferred strategy also involves the construction of an earth embankment from Lytham Windmill to Lytham Dock Bridge, including raising the existing embankment levels to take account of sea level rise.
- 5.13 The preferred strategy includes the strengthening and/or raising of the flood banks at Warton.



Provision of new Coastal Defences

- 5.14 The cost of providing the necessary infrastructure to improve coastal defences could exceed £88 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. The council will be using the Medium Term Plan process to bid for DEFRA funding for the replacement of the flood defences at Fairhaven Lake and Church Scar Coast Protection Scheme as well as the Fairhaven Scheme. Pleasure Island will follow later in the Strategy period. The current DEFRA funding for the Sand Dunes project ends on 31st March 2017. An application for funding to continue this project will be made by the council. A geomorphological study has been completed which defines the management interventions required between Starr Gate and Bentinck Road on North Promenade, St Annes. The geomorphological study helps to clarify the remedial works required (and therefore costs) in the heavily eroded sand dunes opposite the Coastal Dunes (site **HSS4**) (the former Pontins site) development. The funding for replacement of the hard defences is not dependent on the geomorphological study. It is anticipated work will start on the remedial works in 2017.
- 5.15 The Fylde Shoreline Strategy, 2013 is being used by the council as evidence to obtain funding for coastal defence improvements. Work is programmed to commence in 2017 on the project appraisal report to replace the defences at Fairhaven Lake and Church Scar, which will take place in conjunction with the Fairhaven Lake Masterplan, produced in 2012.
- 5.16 Once the CIL is adopted and the Regulation 123 list has been drawn up, contributions will be considered for sand dune management and for the replacement of coastal defences. Funding has already been secured from DEFRA for improvements to the dune systems between Starr Gate and Lytham Green.



Social (Community) Infrastructure

Chapter 6 Education

Chapter 7 Health and Social Care

Chapter 8 Emergency Services

Chapter 9 Neighbourhood and
Community Facilities

Chapter 6 :

Education

Provision of Educational Facilities

6.1 In Fylde there are:

- 1 maintained nursery school
- 29 private day nurseries
- 10 pre-school playgroups
- 44 childminders
- 24 primary schools, which provide education from ages 4 to 11 (1 of which also has nursery provision)
- 3 secondary schools, which provide education from ages 11 to 16 (2 of which also host a sixth form)
- 1 further education college
- 1 special school

Early Years

6.2 The Childcare Act, 2006 placed statutory responsibilities on councils to secure better outcomes for children and their families. The key requirements that underpin Childcare Sufficiency and Access are as follows:

- Councils take the strategic lead in their local childcare market, planning, supporting and commissioning childcare. This includes the requirement for councils to assess the local childcare market and to secure sufficient childcare for working parents.
- Provide information, advice and assistance to parents and prospective parents on the provision of childcare in their area and other services which may be of benefit to parents, prospective parents or children and young persons in their area.
- Secure a free minimum amount of early education for eligible 2 year olds and for all 3 and 4 year olds whose parents want it.

- 6.3 The requirements have led to a programme of Children's Centres being pursued across Fylde which has now been completed. LCC provides a Family Information Service which advises parents on what early years care is available.

Child Care

- 6.4 Councils are required to work in partnership with the private, voluntary and independent sector to shape children's services. LCC publish annually a Childcare Sufficiency Report which analyses the supply of childcare in the county. The 2013-14 report suggests a good spread of childcare places across age groups, provider type and across Lancashire districts, particularly for the under 5's and primary age groups. Indicative vacancy data suggests that there are childcare places available across each age group within each district.

Sure Start Children's Centres

- 6.5 LCC has overseen the development of 79 children's centres across the county between April 2004 and March 2011 and there are five centres in Fylde. The children's centres provide a range of high quality services to children aged under 5 and their families. LCC have issued the outcome of their property review, which went to Cabinet on 12th May 2016. The property review recommended closing Lytham Children's Centre, Orchard Children's Centre (Freckleton) (designated) and Pear Tree Children's Centre (Kirkham) (designated). The multi-agency services are based around a 'core offer' of child and family health, early education and childcare, family support and employment and training. Services provided vary between centres in order to meet local need.

Primary and Secondary Schools

- 6.6 Education services in Fylde are managed by LCC, which has a statutory responsibility for the provision of sufficient school places. Pressure for additional school places can be created by an increase in birth rate, new housing developments, greater inward migration and parental choice. LCC needs to respond to changes in demand over time by increasing or removing capacity. This can be achieved by:
- building new schools
 - extending existing schools
 - reducing places at existing schools
 - amalgamating or closing schools

Calculating developer contributions towards school places

- 6.7 Where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate the potential additional pupils, LCC will seek to secure developer contributions towards additional school places by way of a CIL Regulations contribution or by a Section 106 of the Town and Country Planning Act, 1990.

Only by securing such contributions (which, depending upon the scale of development, may also include a contribution of land for a school site), can LCC mitigate against the impact upon the educational infrastructure, ensuring that necessary and appropriate education provision is made and the development is sustainable.

- 6.8 As part of the Community Infrastructure Levy, the council will develop a Preliminary Draft Charging Schedule with consultants and prepare a Regulation 123 List of all of the infrastructure types and projects such as education - that it is intended will be, or may be wholly or partly funded by CIL. The opportunity will be taken to secure funding through CIL payments towards new schools and to extend existing educational buildings. Until the charging schedule has been drawn up, consulted on and adopted, Section 106 agreements will continue to provide the mechanism for collecting developer contributions towards essential infrastructure.
- 6.9 LCC has produced an Education Contribution Methodology in relation to contributions towards education places. Planning obligations are sought for education places where primary schools within two miles and/or secondary schools within three miles of the development are over-subscribed, or projected to become over-subscribed, within five years. Developers should obtain an accurate housing assessment which will identify the need for school places.
- 6.10 Where CIL or Section 106 contributions are sought, LCC seeks contributions from the developer towards the associated capital costs of providing additional school places. The contribution sought may also include a school site for large scale developments. Whilst LCC seeks to provide places in existing schools wherever possible, sometimes this is not feasible and a new school may be required to address the shortfall of places. Under current legislation any new school will be a free school.
- 6.11 If a shortfall of pupil places has been identified at schools within the catchment of development, a contribution will be calculated. For primary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seeks £12,257 per primary school place (Education Contribution Assessment – March 2014), adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index).
- 6.12 For secondary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seek £18,469 per secondary school place, adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index. Current bedroom yield information, based on 2012 research, is shown below. Please note that the Education Contribution Methodology is being updated. It is likely that the updated methodology will apply BCIS All In Tender Indexation instead of General Building Indexation.

Table 2: School Place Bedroom Yield

No. of bedrooms	Yield per development: Primary	Yield per development: Secondary
1	0.01	0.00
2	0.07	0.03
3	0.16	0.09
4	0.38	0.15
5	0.44	0.23

- 6.13 If the scale of development is such that it would generate the need for a new school, LCC reserves the right to apply the Department for Education cost multiplier for New Build, which is £13,043 for primary and £19,588 for secondary.
- 6.14 If the development is large enough to justify the possibility of a new school, the developer may be asked to contribute a suitable school site as part of the development. The size of this site would be determined in accordance with Department for Education guidance.
- 6.15 Where a number of small developments are expected to come forward in an area with an aggregated requirement for a new school, LCC would expect the local planning authority to assist in the negotiations to secure a school site.
- 6.16 LCC only seek contributions for developments of eleven or more homes, which means that the cumulative impact of smaller sites is not taken into consideration.

Requirement for school places in Fylde

- 6.17 LCC has taken steps to provide additional places at three primary schools in Lytham St. Annes in the last few years to address an increase in the demand for primary school places created by an increased birth rate and new housing development. The provision of additional primary school places are prioritised in Lancashire's Strategy for the Provision of School Places and Schools Capital Investment. In relation to primary schools, LCC's preference is to expand existing schools, where they are physically capable of being extended. From the information in the housing trajectory in **Appendix 2** of the Local Plan, the development sites could bring forward the need for 6 ½ additional primary forms of entry and approximately 787 secondary school places over the lifetime of the plan. Given the scale of development, the need to assess the feasibility of existing sites for expansion and the fact that a 1½ form of entry primary school has been included within the Section 106 Agreement for the Queensway development at St Annes, there may be a need to identify additional primary school sites.
- 6.18 **Table 3** below shows the number of surplus primary school places in parts of the borough. This information is derived from the Strategy for the 'Provision of School Places and Schools' Capital Investment 2014/15 to 2016/17 (Oct 2013)' document, produced by LCC². This document divides the borough into distinct areas for education planning

2 The document can be viewed at <http://www.lancashire.gov.uk/corporate/web/?siteid=6447&pageid=38364>

purposes. Three of these areas are relevant to the strategic locations for development in the Publication version of the Local Plan, and these are listed in the left-hand column of the table.

Table 3: Surplus Primary School Places, January 2016			
LCC Education Area	Total pupils on roll	Net capacity	Surplus places
Lytham and St Annes	2,673	2,855	182
Kirkham	1,014	1,229	215
Warton, Freckleton and Wrea Green	738	891	153
Singleton and Weeton	304	371	67
The document can be viewed at http://www.lancashire.gov.uk/corporate/web/?siteid=6447&pageid=38364 Includes schools at Newton and Treales Includes a school at Wrea Green			

6.19 **Table 4** shows the number of surplus secondary school places at the three secondary schools in the borough. This information comes from the same source used to inform **Table 2** (Education Contribution Calculation) above.

Table 4: Surplus Secondary School Places, January 2016			
School name	Total pupils on roll	Net capacity	Surplus places
Lytham St Annes Technology and Performing Arts College	1,286	1,390	104
Kirkham Carr Hill 11-18 High School	1,021	1,090	69
St Bede's Catholic High School	793	781	12

Lytham and St Annes

- 6.20 Whilst **Table 3** shows that there is an overall surplus of primary school places in Lytham and St Annes, several schools are at capacity as of 2014/15, namely:
- Clifton Primary School
 - Ansdell Primary School
 - Star of the Sea Primary School
 - St Peter's Catholic Primary School
 - St Annes on Sea St Thomas' Park Primary School
 - Lytham Hall Park Primary School
- 6.21 LCC has projected there will be an overall shortfall of primary school places within the next five years from January 2013, taking into account the expansion of Lytham Hall Park Primary School and Heyhouses Endowed CE Primary School, LCC has identified the Lytham and St Annes area as a hotspot where additional places are likely to be needed in the near future. Lytham and St Annes are predicted to have a significant shortfall of primary school places within the next five years. Therefore, further primary school provision will be required if housing demand and / or births continue to increase at the same rate.
- 6.22 The Section 106 Agreement in place for site **HSS1**, Queensway, St Annes 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.
- 6.23 Secondary school provision, particularly in Lytham and St Annes, is almost at capacity. With the statutory duty to provide school places for the pupils in its area, Lancashire must ensure that it is able to deliver the additional places. LCC is working with Fylde Council to ensure that sufficient secondary school places are provided throughout the plan period.

Fylde-Blackpool Periphery

- 6.24 There are cross-boundary issues in terms of school places generated from development at this strategic location. There are currently no LCC primary schools within Fylde that would serve this catchment. LCC is legally obliged to provide a school place for every child of school age resident within Lancashire, even if their nearest school is located outside of Lancashire County, such as in Blackpool which is a unitary authority. Therefore, cross-boundary considerations are important when determining the need for school places in the borough, particularly as there is also pressure on primary school places in Blackpool. The Fylde-Blackpool Periphery is



predicted to have a significant shortfall of primary school places within the next five years. Therefore, further primary school provision will be required if housing demand and / or births continue to increase at the same rate. The Section 106 Agreement in place for site **MUS2**, Whyndyke Garden Village, Whitehills will provide for a new primary school, serving the Fylde-Blackpool Periphery.

Warton³

- 6.25 There is currently a surplus of primary school places in the Warton catchment, as **Table 3** shows. There is also projected to be sufficient school places available in the Warton catchment in the next five years, despite LCC's projected increase in population. There are sufficient projected primary school places available in the Freckleton and Warton areas within the next five years. However, a number of schools are close to capacity and, should development come forward in these areas and births continue to increase, the available places will soon be absorbed. There is a shortage of secondary school places.
- 6.26 Despite the surplus of places from January 2013, there will be further primary school provision required in the catchment beyond five years if housing demand and births continue to increase at the same rate. There are two schools that are becoming close to capacity, namely Ribby with Wrea Endowed Church of England Primary School and Holy Family Catholic Primary School.
- 6.27 LCC's Strategy for the Provision of School Places states that *'In providing additional places, LCC will seek to provide these at existing schools with high standards which receive high levels of first preference applications, wherever possible'*. Therefore, when providing the places to meet the needs of the development, the first preference would be to extend one of the existing schools. This will be subject to feasibility of existing sites to accommodate expansion, planning permission and statutory consultation, where required.

Kirkham and Wesham

- 6.28 Kirkham and Wesham are predicted to have a shortfall of primary and secondary places within the next five years. Therefore, further primary and secondary school provision will be required if housing demand and / or births continue to increase. The adopted Fylde Local Plan lists a requirement for a primary school site off Mowbreck Lane, for the possible relocation of the CE Primary School on Garstang Road North, in Wesham. The primary school site should be taken forward in the emerging Local Plan.
- 6.29 Despite the surplus of places from spring 2015, there will be further primary school provision required in the catchment beyond five years if housing demand and births continue to increase at the same rate. There are two schools over capacity, namely Kirkham and Wesham Primary School and St Joseph's Catholic Primary School. There are also two schools close to capacity, namely Treales Church of England Primary School and Newton Bluecoat Church of England Primary School.

3

Including schools at Freckleton and Wrea Green

Higher and Further Education

- 6.30 Improved skills at all levels is crucial to the development of the Fylde Coast economy. Blackpool and the Fylde College, based in Blackpool, is an important provider of further education in Fylde and the college has a campus in Fylde at Ansdell. Other important providers of further education in the Fylde and delivering to residents from the Fylde district include Lytham St Annes Sixth Form, Carr Hill Sixth Form in Kirkham, Blackpool Sixth Form College and Cardinal Newman College in Preston.

Next Steps

- 6.31 The council will work with LCC and Blackpool Council to determine in more detail whether existing school provision would meet the education impact from the developments proposed in the Publication version of the Local Plan. In order to determine this, it is anticipated that LCC will carry out a housing development impact assessment for each site. The results of this assessment will establish more clearly the details of the education infrastructure that is required to support the development of the proposed sites. The council will liaise with staff at Blackpool and the Fylde College to determine any major development requirements of the college in the borough.

Chapter 7 :

Health and Social Care

Health and Social Care

General Practitioners Provision

- 7.1 The vast majority of General Practitioners provision in Britain has been through the NHS. Up until the 31 March 2013, NHS North Lancashire was the Primary Care Trust responsible for commissioning health services for residents of Lancaster, Fylde and Wyre Districts. Since 1 April 2013, Lancashire County Council (LCC) has been responsible for public health, Clinical Commissioning Groups have been primarily responsible for hospital and community services and NHS England are responsible for primary health care.
- 7.2 There are 39 General Practitioners (GPs) in Fylde (June 2011), which equates to approximately one GP – doctor - for every 1,950 people in Fylde. This is in line with the desired national provision of around 1,500 to 2,000 people for each GP. It should be noted that there are additional GPs close to the borough boundary. For example, Great Eccleston Health Centre (within Wyre) has six GPs, and this centre is used by residents of Elswick and Little Eccleston. There is also GP provision close to the borough boundary in Blackpool.
- 7.3 GPs in Fylde are mainly located in the Key Service Centres of Lytham, St Annes and Kirkham. However, a Primary Care Centre is available at both Freckleton (Local Service Centre) and Ansdell (part of Lytham), which has GP provision. Great Eccleston, just outside the borough boundary in Wyre, also has a health centre with GP provision.
- 7.4 There will be a need to provide primary care services to expanded populations whenever significant housing developments are planned. The impact of the strategic development sites on GP capacity is outlined below. Note that these conclusions have been drawn as a result of discussions with the NHS.

Strategic Locations for Development

- 7.5 NHS Fylde and Wyre Clinical Commissioning Group do not object to the proposed strategic development sites in principle. There may be a requirement for additional

provision in the Kirkham and Wesham area within the Plan period to accommodate the proposed strategic sites in this location. However, it should be noted that the NHS plan future development on the basis of a 6% annual increase in population. Therefore, the proposed strategic sites at Kirkham and Wesham, or the other strategic locations in the borough, do not pose unexpected issues for the NHS in terms of GP provision. New provision has more recently been built by private developers which is then rented to the NHS.

Lytham and St Annes

7.6 There have been three new Primary Care Centres in Lytham and St Annes within the last ten years. These are:

- St Annes Health Centre
- Ansdell Medical Centre
- Lytham Primary Care Centre.

These Primary Care Centres are purpose built enabling new GPs to operate from the facilities in the future. However, evidence is now emerging that these sites are nearing capacity.

7.7 There is a surgery at St Annes Road East which currently occupies a terraced property. This surgery will require expansion during the plan period in order to deliver an effective service. Therefore, options will be considered to investigate the possibility of relocating into the St Annes Primary Care Centre.

7.8 There is no longer a GP surgery at Derbe Road, St Annes. The NHS are putting together a business case for new GP provision in St Annes, and are currently undertaking an appraisal process on the need for GP provision. It could be 2017 before provision is in place.

Fylde-Blackpool Periphery

7.9 In terms of GP (doctors) provision, the strategic sites in this location are more closely related to Blackpool than Fylde. There are new Primary Care Centres at South Shore and Whitegate Drive in Blackpool. Therefore it is anticipated that residents of these sites would use these facilities, although some residents may be attracted to services in Kirkham or St Annes. Outline planning permission has been granted, subject to the signing of a Section 106 Agreement, for 1,310 homes at Whyndyke Garden Village (a Healthy New Town demonstrator site). The mixed use development of the site also includes the provision of a new health centre. Once the health centre is delivered, residents in the Fylde-Blackpool Periphery will be able to attend the doctors' surgeries at Whyndyke Garden Village.



Warton

- 7.10 There is no GP provision in Warton. However, within the last ten years there have been new Primary Care Centres at Freckleton and Lytham. The majority of Warton residents currently use the Primary Care Centres in Freckleton and Lytham.

Kirkham and Wesham

- 7.11 No Primary Care Centres have been provided in Kirkham and Wesham, therefore existing services are not future proofed. Evidence is now suggesting that GP services in Kirkham are stretched. If required in the future, existing surgeries could potentially be part of a business case for a new Primary Care Centre in order to provide for the proposed strategic sites at Kirkham and Wesham.

Hospital Provision

- 7.12 The Blackpool Teaching Hospitals NHS Foundation Trust serves a population of approximately 440,000 residents across Blackpool, Fylde, Wyre and North Lancashire. The Trust includes Blackpool Victoria Hospital and Clifton Hospital.
- 7.13 Blackpool Victoria is a large acute hospital that treats more than 80,000 day-case and inpatients and more than 200,000 outpatients from across Blackpool, Fylde and Wyre every year. Clifton Hospital is a community hospital providing non-acute, rehabilitation and respite care for older people with long-term conditions.
- 7.14 Lytham Hospital was recently redeveloped as a new primary care centre, delivered through the North Lancashire NHS. It includes facilities historically provided by a hospital and brings together a number of community health services.
- 7.15 Consultation with the Blackpool Teaching Hospitals NHS Foundation Trust has not highlighted any issues in terms of potential future development in the borough.

Mental Healthcare Provision

- 7.16 The Lancashire Care NHS Foundation Trust provides a range of general and specialist mental health services in Lancashire, principally delivered in Lancashire's main centres of population. In 2005, a £15 million capital programme was initiated in 2005, funded by NHS England to modernise community based mental health services. As a result, the decision was taken to reconfigure mental health provision across Lancashire. This led to a site at Whyndyke Garden Village being identified as the optimum site to develop a new unit to serve Blackpool and the wider Fylde Coast, particularly in view of the relatively high levels of mental health deprivation already evident across Blackpool and the Fylde Coast. The new unit has replaced the wards on the Fylde Coast that are no longer suitable for delivering modern mental health services. The cost of the unit was £40 million.

Care for the Elderly and Disabled

- 7.17 There are issues regarding accommodation that is fit for purpose for both the elderly and disabled. LCC is seeking solutions to these problems including providing a range of accommodation for the elderly and disabled, such as shared accommodation and single person flat-lets. The appropriate type of accommodation is dependent on individual circumstances. LCC has been approached by housing associations interested in building homes adapted for the disabled as part of larger schemes. There are also issues around affordability and LCC is working with Registered Social Landlords to ensure that accommodation is affordable.
- 7.18 In terms of services and facilities, it is preferable if those in need of care or assistance rely less on day services and other 'building-based' support and receive support in their own home. For example, they could obtain a personal 'buddy', or a care worker or friends or family could help. In terms of implications for the Local Plan, increased self-reliance would reduce the potential for further infrastructure provision for new services and facilities. LCC supports this view as it has no significant expansion plans for day care and other services in terms of built infrastructure.

Pharmacists and Opticians

- 7.19 Pharmacies in the community are independently provided but their number and location are regulated in relation to the distribution of GP practices. Optician services are commercially provided.

Clinics and District Nursing

- 7.20 Increasingly minor procedure and treatment clinics are being provided in community health centres and GP surgery buildings, as well as these premises providing a base for district nurses visiting people in their own homes to assist with recovery from major operations.

Dental Services

- 7.21 Most dentists are independent contractors, with responsibility for their own premises and staff. National Health Service (NHS) dental services are provided by dentists who hold NHS contracts and in recent years these practitioners have been increased to meet the once serious shortfall of dentists.

Next steps

- 7.22 The council will engage with LCC and the NHS Fylde and Wyre Clinical Commissioning Group to determine the infrastructure that is required to support the quantum and distribution of development identified in the Publication version of the Local Plan.
- 7.23 It is anticipated that the private sector will provide dental practices, opticians and pharmacies in line with market demand over the Local Plan period (from 2011 to 2032). These sectors will be consulted as part of the consultation on this IDP which is being prepared and updated alongside the Publication version of the Local Plan.

Chapter 8 : Emergency Services

Emergency Services

Police

- 8.1 The Lancashire Police Authority has a statutory responsibility to ensure that Fylde borough is a safe place to live and work, and where crime and fear of crime is reduced. The Lancashire Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and council tax. As with other public services, long term funding is difficult to predict.
- 8.2 The police authority will soon be making recommendations about which operational sites they will retain, although it is unlikely that the quantum and distribution of development proposed in the Publication version of the Local Plan will affect the police authority's intentions in the short term. Potential future needs for the police authority are likely to be determined during consultation on the Publication version of the Local Plan.

Fire Service

- 8.3 The Lancashire Fire and Rescue Service provide fire and rescue services to the one-and-a-half million people living or working in Lancashire, on behalf of the Lancashire Combined Fire Authority. The Lancashire Combined Fire Authority is responsible for leading and supporting the Lancashire Fire and Rescue Service by ensuring the provision of a fire service for the geographical area of Lancashire.
- 8.4 The Fire and Rescue Service is funded through a combination of council tax, support grants and business rates. The Lancashire Combined Fire Authority Medium Term Financial Strategy sets out how the Authority will manage its finance over the next three years in order to deliver affordable, value for money services. It seeks to achieve this by:
- Maintaining future council tax increases at reasonable levels, reducing if possible
 - Continuing to deliver efficiencies in line with targets
 - Continuing to invest in improvements in service delivery
 - Continuing to invest in improving facilities
 - Setting a robust budget

- Maintaining an adequate level of reserve
- 8.5 For developments proposed within or around urban areas, the service has the ability to change provision through adjustments to existing services, for instance by matching resources to risk.
- 8.6 The Lancashire Fire and Rescue Service has been consulted as the IDP has developed and no capacity issues have been indicated so far.

Ambulance

- 8.7 The North West Ambulance Service is the biggest ambulance service in the country providing accident and emergency services to those in need of emergency medical treatment and transport. They also provide patient transport services for those patients who require non-emergency transport to and from hospital and who are unable to travel unaided because of their medical condition or clinical need. They also work in partnership with other services and volunteers to provide urgent and emergency care across the whole of the North West.
- 8.8 The Service's key work programmes are as follows:
- Modernising the Emergency and Patient Transport Services
 - Developing further the role of North West Ambulance Service as a key partner and service provider in an integrated emergency and urgent care system across the North West
 - Developing stronger plans to meet responsibilities under the Civil Contingencies Act, 2004 for when a major emergency occurs
- 8.9 The Service has been consulted as the IDP has developed and no capacity issues have been indicated so far.

Next Steps

- 8.10 It is anticipated that further information on the infrastructure requirements of emergency service providers will be provided during the consultation on this IDP, alongside the Publication version of the Local Plan.

Chapter 9 :

Neighbourhood and Community Facilities

Neighbourhood and Community Facilities

Sports Facilities

- 9.1 The Fylde Playing Pitch Strategy, 2016 and the Open Spaces Study Update, 2016 are the principal sources of evidence in terms of needs for sports and other leisure facilities in the borough. Fylde Council has been working with consultants, Knight, Kavanagh & Page (KKP) on the new Playing Pitch Strategy, and the Open Spaces Study Update, 2016. Lancashire Sport Partnership has completed a Facilities Review for Fylde Council. The findings and recommendations from the new Playing Pitch Strategy, the Open Space Study Update and the Built Facilities Review have informed both the policies in the Local Plan and the infrastructure list set out in the Delivery Schedule in **Appendix 2** to this IDP.

Outdoor Sports Facilities

- 9.2 The table below highlights the quantitative headline shortfalls from the Fylde Playing Pitch Assessment Report, 2016.
- 9.3 The Fylde Playing Pitch Strategy (PPS), 2016 identifies a current need to protect all existing grass pitch provision until shortfalls can be addressed and sufficient spare capacity be created, through increases in quality or creating access to new provision or other sites. The PPS includes the following recommendations:

Table 5: Headline Shortfalls from the Playing Pitch Assessment Report

Sport	Current demand(1)	Future demand (2032)(2)
Football (grass pitches)	2.5 adult sessions of spare capacity	2.5 adult sessions of spare capacity
	0.5 youth 11v11 sessions of spare capacity	Youth 11v11 at capacity
	2.5 youth 9v9 sessions of shortfall	3 youth 9v9 sessions of shortfall
	2.5 mini 7v7 sessions of spare capacity	2.5 mini 7v7 sessions of spare capacity
	1.5 mini 5v5 session of spare capacity	1 mini 5v5 session of spare capacity
Football (3G AGPs)(3)	Three full sized 3G pitches with floodlighting	
Cricket	Overall there is spare capacity, however, Kirkham and Wesham Cricket Club is being overplayed by 10 sessions per season	Overall spare capacity, however, Kirkham and Wesham Cricket Club is being overplayed by 10 sessions per season
Rugby union	Shortfall of 3 match sessions at Fylde RFC	Shortfall of 3 match sessions at Fylde RFC
Hockey (sand based AGPs)	Demand is currently met	Demand can be met
<p>1 Current demand is calculated from an analysis of overplay, unmet demand and spare capacity and is expressed in match sessions per week unless otherwise stated.</p> <p>2 Please note that this is demand that will exist in 2032 if the current demand is not met.</p> <p>3 Based on accommodating 42 teams to one full size pitch for training.</p> <p>There is a small shortfall (highlighted in blue above)</p>		

Football - 3G pitches (Third generation – artificial grass pitches)

- Increase provision of 3G pitches in Fylde to initially meet training demand and in a phased approach to accommodate competitive demand for mini and youth football.
- Lancashire Football Association to carry out consultation with leagues/clubs to gauge acceptance/buy in of moving competitive play to 3G pitches in the future.
- Encourage providers to have a mechanism in place which ensures the long term sustainability of provision.

- Development of a new clubhouse and changing facilities at Lytham Town Football Club

Rugby Union

- Existing quantity of rugby pitches to be protected.
- Work to alleviate overplay at Fylde RFU by increasing access to additional floodlit training facilities. As an option, explore the feasibility of developing a World Rugby compliant 3G pitch either at Fylde RFU or in partnership with the FA at a convenient community facility.
- Improve the quality of changing and ancillary provision at Fylde RFC to better service the Club's needs.
- Seek options to improve pitch quality and therefore capacity at Arnolds King Edward and Queen Mary's School (AKEQMS) to further accommodate junior teams from Fylde RFC and then to secure regular formal access.
- Consider additional world rugby compliant AGPs in Fylde to address levels of overplay, whether at club sites or shared sites.

Cricket

- Seek to improve standard quality squares to ensure sufficient quality to accommodate the standard of competition. As a priority, improve quality at Kirkham and Wesham Cricket Club which is currently overplayed.
- Utilise spare capacity to accommodate possible future demand, particularly development of junior and women's and girls' cricket.
- Improve access to training facilities of the required quality and increase the supply of fixed artificial net bays.

Hockey (AGPs)

- Retain a sufficient level (at least two) of full sized sand-based pitch provision to accommodate current and future hockey demand.
- Monitor the need for future re-surfacing of the pitches at Kirkham Grammar School and AKEQMS which are eight and nine years old respectively.
- Work to establish sufficient access to changing provision for Lytham St Anne's Hockey Club either at Lytham Cricket and Sports Club (its social base) or at AKEQMS.
- Lancashire Football Association and England Hockey should work together to identify the feasibility of converting Lytham St Annes Technology and Performing Arts College to a 3G surface if current hockey usage can be accommodated and secured elsewhere in Fylde.

- 9.4 The council has a central role in planning, providing and coordinating provision of playing pitches in the borough. The strategy recommends that the council ensures that future provision of pitches is balanced, meets the needs of the community and is protected

for future generations. In terms of playing pitch provision, cross boundary issues need to be considered in terms of the Fylde-Blackpool boundary at Common Edge Road and Whyndyke Garden Village. The four Strategic Locations for Development will require new on-site playing pitch facilities.

- 9.5 It is anticipated that the CIL will be an important funding mechanism for the provision of new and improved pitches and facilities, through the charging schedule and the Regulation 123 list.

Indoor Sports and Leisure Facilities

- 9.6 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. However, the analysis shows that there is no swimming pool provision in Lytham or Freckleton. Also, the mapping of travel times shows that there are gaps in provision here. The replacement of the existing swimming pool in Kirkham with a modern facility at the same location is desirable.
- 9.7 St Annes swimming pool has been refurbished, including a new entrance, a modern spectator area and a new 'changing village'. Work was completed in January 2014. The cost of the refurbishment was £625,000. Sport England agreed a £500,000 grant, the YMCA committed £100,000, with Fylde Council funding a further £25,000. Kirkham Pool is now over 100 years old and although it recently received funding from Sport England to refurbish the changing rooms, realistically it will need to be replaced within the next 5 years if swimming provision is to be retained in this location.
- 9.8 The YMCA owns and operates, without any form of public subsidy, the two major indoor dry leisure facilities provided in the area namely, YMCA St Anne's and YMCA Lytham. Both these facilities are extremely popular with residents attracting a significant membership base and accounts for a large proportion of the gym and class based physical activity opportunities available in the area. These buildings are strategically important in terms of meeting the current and future health and wellbeing needs of all neighbourhoods across the Fylde area. However, it must be recognised that these building have not received any significant levels of capital investment since Sport England funds were secured to develop both of these facilities over 15 years ago. This is clearly extremely important to note in context with the additional demands that the proposed new housing developments will place on these facilities. Consideration will need to be given as to how these facilities can be developed or replaced within the next 10 years, to ensure they are not only fit for purpose but sustainable.
- 9.9 The YMCA has started to develop a scoping document that will inform a review of these YMCA assets with a view to commencing feasibility work at some point this year (2016). This work will ultimately identify workable solutions to the provision of new sustainable facilities that will better serve the health and wellbeing needs of the area. The YMCA also operates Lytham & St Anne's College of Technology and Performing Arts sports facilities and are aware that the school has aspirations to develop and extend those facilities quite significantly over the next few years. This project is currently being scoped and feasibility work will commence shortly.

- 9.10 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. The Facilities Review, prepared by Lancashire Sport Partnership in August 2015, recommended approximately 113 more Health and Fitness stations, together with the provision of indoor tennis centres in Fylde due to current under-provision. It is anticipated that the CIL will be an important funding mechanism for the provision of required indoor sports facilities.

Local Service Centre(s) for Whitehills, Whyndyke Garden Village and Warton

- 9.11 It is envisaged that development of the sites in the Fylde-Blackpool Periphery Strategic Location for Development will produce a critical mass to enable the required services to be provided, which will include a local retail centre at Cropper Road West (site **HSS5**), at Whitehills and a local retail centre at Whyndyke Garden Village (site **MUS2**). It is essential that prospective developers in the Fylde-Blackpool Periphery Strategic Location for Development work closely with both Fylde Council and Blackpool Council to ensure that issues relating to Blackpool and the wider area are fully taken into account.
- 9.12 Warton is identified as a Local Service Centre in the Settlement Hierarchy Background Paper, but there is currently a lack of shops and community facilities. As a Strategic Location for new development identified within the Development Strategy, the provision of retail facilities and services appropriate to its scale and function will improve Warton as a sustainable location to live. It is anticipated that Warton will expand its role and develop a local (retail) centre including shops and community facilities on land identified on the Policies Map, during the Plan period, when development has taken place and the necessary improved services have been provided. Fylde Council is working with BAE Systems, Warton and Bryning with Warton Parish Council to identify a suitable site for the development of a local retail centre.

Libraries

- 9.13 LCC provides library services in Fylde, and these services currently operate from five branches (Lytham, Ansdell, St Annes, Kirkham and Freckleton); and from mobile libraries which operate on a fortnightly basis.
- 9.14 Library services across the County are currently being threatened with closure and LCC is reviewing its property portfolio with a view to possibly closing certain library buildings across Lancashire and establishing a number of community hubs, which will include library provision. LCC have issued the outcome of their property review, which recommended closing Ansdell Library, Freckleton Library, Kirkham Library and Lytham Library and Registration Office; but retaining St Annes Library.
- 9.15 The Library Service has been consulted as the IDP has developed. The council is committed to providing modern flexible fit for purpose static facilities within the Borough and will work in partnership with LCC to ensure this is sustainable and viable in the long term.

Arts, Museums and Performance Venues

9.16 Fylde Council works in partnership with events' organisers in assisting and facilitating arts events and performances throughout the year including the Lytham Proms, the 1940s Weekend, St George's Festival, Lytham Club Day, St. Annes Carnival, St Annes Triathlon, and St Annes Kite Festival. The borough has a rich legacy of festivals, carnivals and club days with annual events being staged in many of the towns and rural settlements across Fylde. Performances and events are staged at the Lowther Pavilion and Lytham Hall. Fylde Council proposes internal refurbishment works to Lowther Pavilion including access improvements to all areas for disabled users, the construction of new office space and a new Chorus Room, together with a new building accommodating studio theatre space with connection to ancillary spaces within the existing building. There is an RNLI boathouse and gift shop in St Annes, Lytham Windmill has official museum status and is operated by the Lytham Heritage Group, the old Lifeboat Museum in Lytham is also open to the public in 2015. The main emphasis is on maintaining and where necessary improving these assets and events. No additional provision is envisaged.



9.17 The Grade I Listed Lytham Hall is the most important historic building in the Borough and is undergoing major restoration of the Hall and grounds, with the aim of becoming a major visitor destination. The council, working in partnership with Lytham Hall will explore every opportunity to improve the collections and sustain the accredited museum status in the long term, with the creation of permanent and temporary exhibition space.

9.18 The council, working in partnership with the Arts Working Group and Booths supermarkets, host 7 exhibitions a year in the Haven Road Gallery, Lytham. The council aims to sustain this facility in the long term.

9.19 Part of the restoration of Fairhaven Lake will involve the creation of a heritage visitor centre to enable visitors to learn about and become involved with the heritage of the site.

Faith Facilities

9.20 For most religions in Fylde the emphasis is on maintaining existing places of worship with some rationalisation of accommodation although for some more minority faiths additional provision has occurred in recent times. Some religious services are provided in multi-use venues such as community centres.

Public Realm

- 9.21 The public realm generally includes the spaces and the buildings surrounding them but in this context, is generally taken to be the publicly accessible parts of the environment, physically and/or visually. In the case of conservation areas, the design, management and maintenance of the public realm is an important element of its character and a particularly important indicator of the quality of place. In designing the public realm, the most appropriate materials and street furniture will be used consistent with available resources. Fylde Council intends to develop a 'public realm code' manual that will identify a specification for the various elements of the public realm, including street furniture, landscaping and materials, together with an inventory with agreed maintenance schedules put in place. This practice would represent a good means of auditing the quality of the public realm and agreed actions from the various partners involved; and it would highlight what is required to maintain it to an appropriate standard. This initiative will involve working alongside LCC as the highway authority.
- 9.22 One of the key strands of the Local Plan is one of protecting and importantly enhancing the public realm of key locations of the borough through policy, development management and regeneration initiatives. It is considered essential that in accommodating necessary new development, the public infrastructure and facilities available support and are supported by community facilities of a high quality that encourages their use. In this context the council considers that its town centres (and some district and local centres) should be considered as important community hubs providing commercial, leisure and recreational facilities. It follows that these hubs should provide the appropriate facilities set within a high quality public realm. This will attract investment and in attracting increased patronage will, in turn, enhance their long term vitality and viability. The enhancement of the public realm in key locations will add to the quality and reputation of particular places with the objective of attracting new residents, employees and visitors to the centre. This approach accords with the Framework of enhancing town centres through policy, physical enhancement, improving accessibility in addition to positive and imaginative management.
- 9.23 The council intends to adopt a Regeneration Framework as a supplementary document to detail particular schemes where public realm improvements are specifically proposed to promote economic, social and cultural well-being. These include:
- **St Annes:** This has the objective of enhancing the commercial and resort core to create a vibrant seaside resort of a high quality for residents, business and visitors.
 - **Lytham:** This has the objective of protecting and enhancing the heritage of this attractive town located on the Ribble Estuary.
 - **Kirkham:** This has the objective of revitalising the commercial core of the borough's market town.
 - **Whitehills Park:** This has the objective of developing and enhancing the principal employment hub of the borough.
 - **Town, District and Local (retail) Centres:** This has the objective of enhancing town, district and local centres, primarily for local residents.

- **Visual Corridors:** This has the objective of enhancing key routes, approaches and gateways into towns of the borough.
- **The Heritage Parks Initiative:** A proposal to create a connection between the key historic parks and gardens of Lytham and Annes.

Cemeteries

- 9.24 There are four sites classified as churchyards or cemeteries, equating to over 11 Ha of provision in Fylde. The largest contributor to burial provision in Fylde is Lytham Park Cemetery and Crematorium, which is 10.48 Ha in size. All cemeteries in Fylde were assessed as high value in the borough, in the Open Space Study Update, 2016, reflecting that generally provision has cultural / heritage value and provide a sense of place to the local community. However, there is a shortfall of burial and crematoria facilities in Fylde. Most churchyard burial grounds have closed and demand for municipal burial land is increasing. The existing supply of burial land at Lytham Park Cemetery and Crematorium is estimated to be 10 to 15 years. This estimate is with the scheme to extend, which is in the budget but which is to be delivered shortly. Without this there is only about 3 years supply left. To ensure Lytham Park Cemetery continues to be able to offer multi faith burials in the long term, it is essential that a 50 year supply of burial land is secured adjacent to the existing site.



Next Steps

- 9.25 The council has issued the new Playing Pitch Strategy, the Built Facilities Review and the Open Space Study Update, 2016. These three documents provide up-to-date evidence of the sports, recreation and open space requirements of the borough. Any shortfall in the provision or quality of open spaces or sport or recreation facilities will be met over the lifetime of the Plan.
- 9.26 The council is engaged with LCC to determine what additional childcare and library services are required to support the quantum and distribution of development identified in the Local Plan.



Green Infrastructure

Chapter 10 Green Infrastructure

Chapter 10 :

Green Infrastructure

Green Infrastructure

- 10.1 The Green Infrastructure network comprises multi-functional green (and blue) space, in urban and rural areas, which is capable of bringing a wide range of environmental and quality of life benefits for local communities. The network is identified on the Policies Map which accompanies the Publication version of the Local Plan. Fylde has an abundance of resources that contribute to the Green Infrastructure network. The most important elements of Green Infrastructure in Fylde are concentrated at the Ribble Estuary, which contains internationally important habitats and provides opportunities for recreation, including bird watching, angling and walking.
- 10.2 The River Wyre and Lancaster Canal also contain important habitats along their lengths and provide opportunities for recreation. Fairhaven Lake is one of the most popular recreational attractions in Fylde. Rivers and streams serve important functions for biodiversity, water management, recreation and climate change. Lowther Gardens, Ashton Gardens, Lytham Green, the grounds of Lytham Hall and Singleton Hall also provide opportunities for recreation and tourism. It is important that these assets are maintained and enhanced.
- 10.3 The following sources of funding continue to be explored to assist the delivery of new and, or improved Green Infrastructure:
- Multi-agency public grant funding (e.g. Big Lottery Fund and Heritage Lottery Fund, Safer and Stronger Communities fund);
 - Developer contributions;
 - Private sector funding (e.g. from sponsorship, charitable donations, endowments or income from letting event space);
 - Land management support from bodies such as Natural England and the Forestry Commission (Environmental Stewardship, Rural Development Programme for England and Woodland Grant Scheme);
 - Government funding e.g. the Aggregates Levy and Landfill Tax schemes;
 - DCLG Coastal Communities Fund

- LEP Growth Fund
- Natural England Coastal Access

Parks and Gardens

- 10.4 There are 14 sites in Fylde which are classified as parks and gardens, comprising over 234 Ha. Lytham Hall Park makes up a significant proportion of this totalling over 80% of the total hectareage of parks (194 Ha). Lytham Hall Park is a Grade II designated Registered Historic Park and Garden. The grounds of Lytham Hall are now open to the public as historic parkland and consideration is being given by Fylde Council and LCC to the provision of a more attractive link between Lytham Hall and the town centre, which will require developer funding.
- 10.5 Ashton Gardens has undergone a major refurbishment and this was funded through a Heritage Lottery Fund grant of £1,436,000, as well as additional funding towards a total project cost of just under £2 million. Future funding is being sought from the Heritage Lottery Fund for the restoration of the Rock and Water Gardens.
- 10.6 It is anticipated that the restoration of Fairhaven Lake, the promenade and gardens will take place in conjunction with the replacement of the coastal defences. The council is in the final stages of securing DEFRA funding for the replacement of the flood defences at Fairhaven Lake.
- 10.7 The parks and gardens in the borough require sustainable investment to prevent them from falling into decline, and in many areas improving and enhancing the accessibility and quality of existing provision will be more important than new provision. The council maintain parks and open spaces in Lytham and St Annes (including Ansdell). Elsewhere in the borough, the management and maintenance of parks, recreation grounds and amenity open spaces is the responsibility of the town and parish councils, and in these areas contractors carry out work on behalf of the parishes.
- 10.8 There are deficiencies in the provision of parks and gardens in some parts of the borough, particularly in Freckleton and Warton and in Kirkham and Wesham.



Natural and Semi-Natural Greenspace

- 10.9 Natural and Semi-Natural Greenspace includes trees and woodlands, scrub, grasslands and wetlands. There are 48 natural and semi-natural greenspaces, comprising over 1,192 Ha of provision, of which 37 sites are identified as publicly accessible. Fylde is generally well served by natural and semi-natural greenspaces, particularly with the presence of the Ribble Coast and, as such, the Open Space Study Update, 2016 recommends that new provision is not required.



10.10 The Ribble Estuary is one of the most important wildlife habitats in Europe. The foreshore includes areas designated as the Lytham St Annes Dunes Site of Special Scientific Interest (SSSI). The 18 mile coastal strip from Starr Gate to Savick Brook has been identified by the council as a priority for Green Infrastructure investment. There is an aspiration in the Coastal Strategy for a path to be created along the full length of the Ribble Coast, in conjunction with LCC; with the potential for this path to link in with the Guild Wheel at Preston. Joint working between Fylde Council and LCC has already started on the planning, delivery and maintenance of a coastal path between Starr Gate on the boundary with Blackpool and Freckleton Marshes.

10.11 Starr Hills Local Nature Reserve (LNR) is in a poor improving condition and requires management. When measured against Natural England's recommended standard of one Ha of LNR per 1,000 population, Fylde has a shortage of approximately 56 Ha of LNR. The Fylde Sand Dunes Management Plan, 2008, acknowledges that it would be sensible to extend the area of the LNR to include the whole of Starr Hills Dunes.

10.12 Funding of £520,000 from DEFRA has been secured to improve the sand dunes in the borough between Starr Gate and Lytham Green, in order to reduce the risk of coastal flooding and erosion. The project, which will be completed in 2017, aims to improve the 24 Ha that are classed as a Site of Special Scientific Interest (SSSI), of which 16 Ha is an LNR, by means of:

- Widening the dunes in some areas by between five and 30 metres to improve the natural habitat and protect roads and houses from the long-term risk of flood and erosion.
- Control and, in some cases removal, of invasive species such as white poplar, red Japanese rose and spiky sea buckthorn.
- Planting of indigenous marram grass to bind the dunes together and reduce windblown sand.
- Boardwalks and new beach access points are proposed. The current access points encourage erosion of dunes and contribute towards the blowing of sand onto the road and into nearby gardens.

10.13 The five objectives of the Fylde Sand Dunes Management Action Plan are:

- Enhance the nature conservation value of the sand dunes and other natural coastal habitats such as shingle and saltmarsh areas.
- Increase the area of sand dune and saltmarsh habitats where appropriate
- Maintain and, where appropriate, enhance sea defences, with natural accretion of sand dune.

- 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.
 - 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.
- 10.14 There is a recognised deficiency of trees and woodlands in the borough. LCC is undertaking a county wide scheme of community woodland creation through the Lancashire Woodland Project over a 20 year period. This project promotes and supports the planting of new woodlands and the sustainable management of existing woodlands in the county, and works with owners, managers and contractors to find the best solutions. The Forestry Commission's English Woodland Grant Scheme offers grants for new planting. New planting can also be supported by the Woodland Trust under their 'MoreTrees MoreGood' scheme. Any other new provision of woodland should be provided in accordance with the aims of the North West Regional Forestry Framework, the Lancashire Woodlands Project and the Local Nature Partnership.

Amenity Greenspace

- 10.15 The Open Space Study Update, 2016 identifies a total of 172 amenity greenspaces in Fylde, comprising over 83 Ha of amenity space. Lytham and St Annes has the greatest amount of provision of amenity greenspace proportionally per 1,000 population. The Open Space Study Update concluded that there are no significant gaps in provision that are not serviced by other similar types of greenspace provision.

Green Corridors

- 10.16 Policy **ENV3** of the Publication version of the Local Plan supports opportunities to extend the Public Rights of Way network where this improves access to key Green Infrastructure assets, including areas of Green Belt, two proposed Areas of Separation, the Coastal Change Management Areas (formerly Areas of Open Coastline) and the Lancaster Canal towpath. The Lancaster Canal is an under used asset and there is potential to develop this tract of Green Infrastructure (i.e. green and blue space) into a linear tourism and recreation asset.
- 10.17 Policy **T4** facilitates the provision of additional footpaths, cycleways and bridleways where appropriate. LCC is the authority responsible for carrying out public rights of way creation and enhancement. LCC is working with Fylde Council in creating a coastal path from Starr Gate to Savick Brook, in line with recommendations in the Coastal Strategy



Allotments

- 10.18 In recent years, there has been an increase in demand for allotments as more people want to grow their own produce and the Local Plan supports such provision as it directly contributes to healthy eating as well as being of recreational benefit. There are nine sites classified as allotments in Fylde, equating to more than 9.13 Ha. The Open Space, Study Update, 2016 identifies a deficiency of allotments at Lytham, St Annes, and in the Rural Areas. The majority of allotments (71%) in Fylde are assessed as high value, in the Open Space Study Update, 2016 reflecting the associated social inclusion and health benefits, their amenity value and the sense of place offered by provision.

Provision for Children and Young People

- 10.19 There are a total of 51 sites across Fylde identified as play provision with most being classified as LEAPs (19 sites) but with 13 sites with youth provision and 12 LAPs. Proportionally Freckleton and Warton have the highest amount of provision per 1,000 population (0.36). Although the actual greatest number of play sites is in Lytham and St Annes (26). Just over half of play sites (53%) are assessed as being overall high quality, in the Open Space Study Update, 2016 and the majority of provision (78%) is rated as being of high value. The Open Space Study Update, 2016 goes on to identify gaps in the provision of children's play areas at Lytham, St Annes, and Kirkham and Wesham. The study recommends new provision in these areas and to improve the quality and variety of play equipment in the children's play areas at Freckleton and Warton. The delivery of new homes in the four Strategic Locations for Development will result in the provision on-site of additional children's play areas serving new and existing communities in Lytham and at Queensway in St Annes, Kirkham and Wesham and Warton; and new communities at Whyndyke Garden Village and Whitehills in the Fylde-Blackpool Periphery.

Next Steps



- 10.20 The Open Space Study Update, 2016, provides up-to-date evidence of the open space requirements of the borough.

- 10.21 Fylde Council will work with LCC to co-ordinate the provision of new Green Infrastructure projects in the borough (including green and blue space), together with the development of the Fylde Ecological Network comprising the designated ecological sites identified on the Policies Map, together with the Grassland Network, the Wetland and Heath Network and the Woodland Network <http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/> in compliance with paragraph 117 of the Framework: *'To minimise impacts on biodiversity and geodiversity, planning policies should: 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. Developer funding for such projects will be considered as the CIL is progressed through the development of a charging schedule and the preparation of a Regulation 123 List.



Governance Arrangements

Chapter 11 Governance Arrangements

Chapter 11 :

Governance

Arrangements

Governance Arrangements

The role of joint working

- 11.1 This IDP aims to ensure that the delivery of infrastructure has been included in other strategies and, where appropriate, capital programmes within Fylde Council and other provider agencies. Fylde Council will become the CIL charging authority when the levy is brought into force locally. Existing structures of governance between Fylde Council and LCC will be built on and working practices developed further with other agencies to enable fully informed decisions on priorities for funding and implementation.

Developer contributions - Planning Obligations and the Community Infrastructure Levy

- 11.2 As well as direct delivery through public and private funding, Fylde Council will expect developers to make a contribution towards infrastructure provision to help address the increased demands on services that arise from new developments.
- 11.3 Both off-site and on-site provision of infrastructure to serve the needs of a particular development can be implemented through a planning obligation negotiated under Section 106 of the Town and Country Planning Act, 1990. Where infrastructure is needed to benefit a broader area, contributions can be secured from a wide range of developments, via the CIL.
- 11.4 The CIL comprises a range of standard charges that apply to new built development within an area, based on the economic viability (ability to pay) of the different types of uses. Councils can choose whether or not to bring in CIL. Fylde Council agreed to develop and proceed with CIL at the full council meeting in March 2015 and to prepare a Preliminary Draft Charging Schedule setting out the envisaged levy charge rates, together with a Regulation 123 List. A CIL Consultation Document will be produced to explain these intentions and facilitate engagement with all interested parties, including developers and infrastructure providers. This IDP is a supporting document to the Local Plan and is also subject to consultation.

Monitoring and Updating

- 11.5 This IDP is part of a process to integrate the capital investment programmes of various services, partner organisations and infrastructure and service providers with planning for new development. The baseline position within this IDP will allow Fylde Council to continue to prioritise spending and address funding gaps.
- 11.6 The IDP has been produced as an ongoing document which can be updated through active monitoring to inform service and spatial planning decisions. Progress on the delivery of infrastructure, to serve the planned quantum and distribution of development proposed in the Local Plan, will be reviewed as part of ongoing monitoring and reporting mechanism.



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Appendices

Appendix 1 Infrastructure Delivery Agencies

Appendix 2 Infrastructure Delivery Schedule

Appendix 1 :

Infrastructure Delivery Agencies

The following tables identify the agencies that are responsible for infrastructure and service delivery in Fylde.

Physical Infrastructure

Infrastructure Type	Delivery Agencies
Highways	Lancashire County Council Blackpool Council Highways England
Bus services	Lancashire County Council Private sector operators
Rail services (including light rail)	Network Rail Rail Franchises Lancashire County Council Private sector operators
Cycle lanes and footpaths	Fylde Council Lancashire County Council
Utilities	
Electricity	National Grid Electricity North West Private utility providers
Gas	National Grid National Grid Gas Distribution Private utility providers
Telecommunications	Mono Consultants Private telecommunication providers

Renewable and low carbon energy	Private developers and consultants
Water supply	United Utilities
Wastewater and drainage	United Utilities
Minerals and Waste	
Waste	Fylde Council Lancashire County Council Private sector companies
Minerals	Lancashire County Council Private sector companies
Flood risk and coastal defence	
Flood risk management	Fylde Council Wyre Council Lancashire County Council Environment Agency

Social / Community Infrastructure

Infrastructure Type	Delivery Agencies
Education	
Schools	Lancashire County Council
Higher and Further Education	Blackpool and Fylde College Lancashire County Council
Health and Social Care	
GP Provision	NHS Fylde and Wyre Clinical Commissioning Group
Hospital Provision	Blackpool Teaching Hospitals NHS Foundation Trust
Mental Healthcare Provision	Lancashire Care NHS Foundation Trust
Care for the Elderly and Disabled	Lancashire County Council
Emergency Services	
Police	Lancashire Police Authority
Fire	Lancashire Fire and Rescue Service
Ambulance	North West Ambulance Service NHS Trust
Neighbourhood and Community Facilities	
Sports Facilities	Fylde Council Sport England YMCA
Libraries	Lancashire County Council
Child Care	Lancashire County Council
Cemeteries	Fylde Council

Green Infrastructure

Infrastructure Type	Delivery Agencies
Parks and Gardens	Fylde Council Lancashire County Council Town and Parish Councils
Natural and Semi-Natural Greenspace	Fylde Council Lancashire County Council Neighbouring Councils Lancashire Wildlife Trust Environment Agency Town and Parish Councils
Green Corridors	The Canal and River Trust Fylde Council Neighbouring Councils Lancashire County Council Lancashire Wildlife Trust Environment Agency Town and Parish Councils
Allotments	Fylde Council
Children's Play Equipment	Fylde Council Lancashire County Council Town and Parish Councils

Appendix 2 :

Infrastructure Delivery Schedule

Preface

Versions of the Infrastructure Delivery Schedule (the IDS) were issued alongside the Preferred Option version of the Local Plan: Part 1 in summer 2013 and the Revised Preferred Option version of the Local Plan in autumn 2015. It has been made clear that it is a 'living' document, subject to on-going revision. The IDS has been updated to take account of variations in funding availability, the commencement and/completion of infrastructure projects and other changed circumstances concerning infrastructure requirements. The IDS concentrates on the most essential services and facilities that relate most directly to increasing demands arising from the users of new development.

It should be noted that there is further evidence available that will inform infrastructure planning. Fylde Council's Coastal Strategy 2015, the Open Space Study Update, 2016, together with the new Playing Pitch Strategy and the Built Facilities Review all reveal some recreational provision requirements which may supplement the Green Infrastructure projects.

Purpose of the Schedule

The purpose of the IDS is to itemise infrastructure projects already envisaged or probably needed after taking account of the quantum and broad location of all of the development proposed in the Local Plan and to record the likely implementation timescale, costs and sources of funding and the current deficits - funding gap shortfalls (deficits) after taking account of monies already secured.

Context

Infrastructure planning is essential in achieving a well-planned approach to new development and as such is a key aspect of the Local Plan.

This Schedule aims to identify the essential strategic infrastructure already planned together with those that are likely to be required to help deliver the Local Plan, including strategic sites as well as residential and commercial development outside these areas. The Schedule continues to represent work in progress and ultimately delivering infrastructure by helping to attract or direct funding.

The powers to secure infrastructure funding from developers are evolving as the restrictions on

using Section 106 of the Town and Country Planning Act, 1990 came into force on 1 April 2015.

Consequently, the Local Plan proposes a switch to a levy type approach to securing developer contributions for infrastructure known as the Community Infrastructure Levy (the CIL). Fylde Council agreed to pursue the CIL approach at the council meeting in March 2015. The **IDS** in this **Appendix** is part of the evidence base supporting bringing the levy into effect locally. The intention is to take the IDS forward and develop it further so that it forms the basis for the Regulation 123 List to the CIL.

The assumptions behind the Schedule take account of existing spare infrastructure capacity and underlying demand trends before consideration is given to additional requirements arising from proposed development. The Schedule has been completed following extensive liaison with the infrastructure and service providers. Such agencies typically do not consider infrastructure provision in spatial terms, nor plan ahead beyond five year capital investment programmes. Therefore, it has been necessary to build up an understanding with providers to consider infrastructure delivery in those ways.

The Schedule identifies the approximate likely cost, timescales and sources of the essential types of infrastructure required. It is important to appreciate that some infrastructure and service providers are public sector agencies (such as those concerned with education and health service provision) that are supported to an extent by government funding, although this is normally geared to 'natural' growth in demand rather than development-led demand. However other agencies, such as the utility providers, are commercial companies that charge for their services and connections thereto. These providers already have direct funding relationships with developers seeking extra infrastructure capacity to service their developments. The utility companies also have capital programmes of their own that are subject to approval of the relevant industry regulator(s).

Infrastructure Types Covered in the Schedule

There are many forms of infrastructure but only the most essential types more directly related to new development are included in this Schedule, with an emphasis on those projects that help to underpin the policies and Development Strategy of the Local Plan.

PHYSICAL INFRASTRUCTURE

Transport

Transport scheme funding is normally secured through Lancashire County Council (LCC), Highways England, Department for Transport and Network Rail. Highways England has a fixed five-year funding settlement from which to develop its improvement schemes, which is underpinned by the first Roads Investment Strategy. For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the availability of several of these national funding programmes. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through

to traffic control measures and additional bus services. A partial switch from highway works to investment in improvements to public transport, together with walking and cycling initiatives is envisaged by the Schedule in line with the sustainable transport proposals in the Local Plan. Transport scheme funding particularly lends itself to a broadly applied approach (i.e. CIL) as the projects can have wide scale benefits.

Public Utilities

The main public utilities are water, gas, electricity and telecommunications. The principal companies are United Utilities, National Grid, Electricity North West, British Telecom and Virgin Media. These are all companies that aim to operate at a profit through charging users for their services.

Coastal Defence/Flood Alleviation

The Environment Agency, Lancashire County Council (as the Lead Local Flood Authority), Fylde Council (as a coastal protection authority), Water Companies and Internal Drainage Boards are responsible for flood risk management in Lancashire.

SOCIAL (COMMUNITY) INFRASTRUCTURE

Education – Primary and Secondary

The main educational organisation locally is LCC (i.e. the Education Authority) which normally underwrites the costs of new school place capital provision with national funding revenue support. The church authorities contribute 10% of capital costs for faith schools but increasingly developers are being required to contribute monies for school building schemes in line with a nationally set funding formula.

Health

The Fylde and Wyre Clinical Commissioning Group is responsible for commissioning primary health care locally. Many health centres in Fylde are in need of renovation and some services require new premises. There is some dependence on developer contributions for refurbishment and extension works to existing health centres. For some of the larger housing development sites a new health centre building and the land to construct it on would need to be provided by developer contributions.

Community Services

Community Services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include: libraries, community centres, youth services, social services, older peoples support, special needs and disability, and places of worship.

Culture and leisure

Culture and leisure services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include museums and galleries, performance venues, sports and fitness centres.

Public realm

Over a number of years the council has worked with a number of public agencies and the private sector to deliver strategies aimed at revitalising and enhancing key locations within the borough including town and village centres. These 'regeneration' schemes have more recently included contributions from developers to help further these ambitious projects, which have had widespread public support. This overall funding has been utilised to enhance streets, squares, public spaces and the building fabric to economically stimulate private sector development and significantly increase the patronage of these locations. This objective includes exploiting the benefits of the coastal nature of the borough as well as its attractive hinterland. The Local Plan promotes the economic, environmental revival and protection of its key resorts, towns and village centres. It is anticipated that developers in the future will continue to support, through funding contributions, schemes identified in the adopted Regeneration Framework. It is essential that vibrant town centres support and are supported by new residents and businesses which aligns with the concept of sustainable communities, which is a cornerstone of present planning practice.

GREEN INFRASTRUCTURE

Green Infrastructure

Major Green Infrastructure provision in Fylde is usually funded by Lancashire County Council or Fylde Council. For most residential development there is usually a requirement imposed by the council on the developer to provide local green space and also a degree of dependence on developer contributions to cover maintenance costs, through the formation of management companies.

Key : The Infrastructure Delivery Plan

Committed capital programmes, or those that are secure or ongoing developments

Uncertain capital available, or uncertain timescales

Projects that have had funding removed, but are still required, or are longer term aspirations

Topic	Description	Lead	Partners	Anticipated Funding Source	Estimated Cost	Available	Gap	Timeframe	Notes
Highways	The M55 (Junction 4) to Heyhouses (St Annes) (St Anne's) Link Road	Lancashire County Council	Highways England; Developer contributions	FBC capital / Section 106 contributions from housing scheme adjacent Queensway, St Annes / LEP Local Growth Fund / Highways England	£16.84m	£16.84m	£0	To be completed by November 2019	See the Fylde Coast Highways and Transport Masterplan for more information
	Upgrading of M55 Junction 4 – including signalisation	Lancashire County Council	Highways England; Developer contributions	Wholly funded by Section 278 Agreement from housing scheme at Whyndyke Garden Village		£1 - 5m		To be completed within the plan period	
	Upgrading of M55 Junction 3	Highways England	Lancashire County Council	CIL/Wyre CIL/Highways England	tbc	£0	tbc		Scheme has yet to be identified
	The M55 to Fleetwood Corridor improvements (formerly known as the Blue Route)	Lancashire County Council	Highways England	CIL/Wyre CIL/Highways England	>£150m	£0	>£150m	Unlikely to be deliverable before 2030	See the Fylde Coast Highways and Transport Masterplan and the Multi-Modal Study for more information
	A585 Skippool – Windy Harbour Improvements	Highways England		Highways England Road Investment Strategy/Wyre CIL	>£41.3m	£41.3m	tbc	It is anticipated that start of works would begin in 2019/20	Highways England is expected to embark on the Issues and Options stage of consultation in 2016
	Preston Western Distributor Road (including new Junction 2 on the M55) and the Cottam Link Road	Lancashire County Council	Preston South Ribble and Lancashire Deal (LCC, PCC & SRBC) Highways Agency	Local major transport schemes £58m (over four years); Preston, South Ribble and Lancashire County Council £9m; Highways England £25m	£92m	£92m	None at present. Any emerging shortfall will be met from the city deal	Start of Works: 2017/18; Road Open: 2019/20	See the Fylde Coast Highways and Transport Masterplan for more information
Rail	Replacement of traditional railway signals with European Rail Traffic Management Systems (ERTMS)	Network Rail	Train operating companies, other stakeholders	Government funded	£104m	N/A in early development currently	N/A in development phases currently	Implementation planned for 2025/27, operational by 2050	
	Electrification of the Blackpool to Preston railway line (i.e. the North Fylde Line) and franchise commitment for new rolling stock	Network Rail	Train operating companies, DfT, Local Authorities, other stakeholders	Funded from the £1.3 billion allocated by government for Network Rail's North of England Programme	£250m	tbc	£0	To be completed by March 2018	See the Fylde Coast Highways and Transport Masterplan for more information
	Provision of a park and ride at Kirkham and Wesham Railway Station	Lancashire County Council	Network Rail, Train Operating Companies	Alliance Rail – station improvement fund / CIL	£500K	£500K	Any emerging shortfall will be met from CIL	To be completed by late 2018	See the Fylde Coast Highways and Transport Masterplan for more information
	Access improvements at Kirkham and Wesham Railway Station	Network Rail	Lancashire County Council	Funded as part of electrification of this line, Section 106 / CIL	£1m	N/A	N/A	To be completed within the electrification works	See the Fylde Coast Highways and Transport Masterplan for more information
Cycling	Fylde Coast Cycle Network	Lancashire County Council	Fylde Council Wyre Council Blackpool Council	Lancashire County Council / CIL	tbc	£0	tbc	To be completed within the Plan period	See the Fylde Coast Highways and Transport Masterplan for more information
Footpaths	Public rights of way creation and enhancement	Lancashire County Council	Fylde Council	Lancashire County Council /CIL	tbc	£0	tbc	Ongoing	This relates to projects which are non site specific. Other site specific projects are identified elsewhere on the IDS
Airport	Blackpool Airport Enterprise Zone - alterations to airport infrastructure	Blackpool Airport	Lancashire Enterprise Partnership (the LEP)	LEP	tbc	£0	tbc	Ongoing	

Topic	Description	Lead	Partners	Anticipated Funding Source	Estimated Cost	Available	Gap	Timeframe	Notes
Tele-communications	Superfast Broadband	Lancashire County Council	Lancashire Enterprise Partnership, Lancashire District Councils and British Telecom (BT)	£10.8m from Broadband Delivery UK, £16.5m from the European Regional Development Fund, £4.7m from Lancashire County Council.	£32m	£32m	£0	98% superfast broadband coverage across Fylde and Lancashire by the end of March 2018.	
Flood risk management	Replacement of hard coastal defences at Lytham Green, Lytham Creek, Fairhaven Lake/Church Scar and The Island Sea Front Area	Fylde Council	Environment Agency, Wyre Council	DEFRA/CIL	£40m	£0	tbc	To be completed within the Plan period	
	Strengthen and/or raise Warton Flood Banks	Environment Agency	Fylde Council	DEFRA/CIL	tbc	£0	tbc	To be completed within the Plan period	
Education	New primary school to serve Queensway	Lancashire County Council		Wholly funded by Section 106 contributions	tbc	£0	tbc	To be completed within Plan period	
	New primary school to serve Whyndyke Garden Village	Lancashire County Council		Wholly funded by Section 106 contributions	tbc	£0	tbc	To be completed within Plan period	
	New primary school on land at Mowbreck Lane, Wesham	Lancashire County Council		CIL	tbc	£0	tbc	To be completed within Plan period	
	New Secondary school in Fylde	Lancashire County Council		Funded through CIL and other funding sources	tbc	£0	tbc	To be completed within Plan period	
	Extensions and improvements to existing and primary schools	Lancashire County Council		CIL	tbc	£0	tbc	Ongoing	
Healthcare	New health centre to serve Whyndyke Garden Village	Lancashire Care NHS Foundation Trust (NHS Fylde and Wyre Clinical Commissioning Group)	NHS England	Wholly funded by Section 106 contributions				To be completed within Plan period	
Retail	New local retail centre to serve Warton	Fylde Council	BAE Systems, Warton, Bryning with Warton Parish Council	Wholly funded by Section 106 contributions	tbc	£0	tbc	To be completed within Plan period	
	Two new local retail centres in the Fylde-Blackpool Periphery Strategic Location for Development: one to serve Whitehills and one to serve Whyndyke Garden Village	Fylde Council	Developers	Wholly funded by Section 106 contributions	tbc	£0	tbc	To be completed within the Plan period	
Leisure	Refurbishment of Lowther Pavilion	Lowther Gardens Trust	Fylde Council, Friends of Lowther Gardens, community	Fylde Council and private subscriptions	£5.2m	£0	tbc	To be completed within the Plan period	

Topic	Description	Lead	Partners	Anticipated Funding Source	Estimated Cost	Available	Gap	Timeframe	Notes
Leisure	Replacement of Kirkham swimming pool and further investment in public swimming at St Annes swimming pool	YMCA	Fylde Council, Lancashire County Council, Sport England, Lancashire Sport, Amateur Swimming Association	CIL	£4m	£0	tbc	By 2021	
	Replacement or development of YMCA St Annes and YMCA Lytham	YMCA	Fylde Council, Lancashire County Council, Sport England, Lancashire Sport, NGBs	CIL	£10-20m	£0	tbc	By 2026	
	Improving playing pitches and changing facilities at Blackpool Road, St Annes and Park View Road Playing Fields, Lytham	Fylde Council	Sport England and NGBs	Sport England / Football Foundation	£800k	£0	tbc	To be completed within the plan period	See Playing Pitch Strategy and Action Plan
	Provision of additional floodlit training facilities, a World Rugby compliant 3G pitch on-site and improve the quality of changing facilities at Fylde Rugby Football Club.	Fylde Rugby Football Club	Rugby Football Union	tbc	tbc	£0	tbc	To be completed within the plan period	See Playing Pitch Strategy Action Plan
	Development of a new clubhouse and changing facilities at Lytham Town Football Club, and improve pitch quality as required.	Lytham Town Football Club	Lancashire Football Association and Fylde Council	tbc	tbc	£0	tbc	To be completed within the plan period	See Playing Pitch Strategy Action Plan
Parks and gardens	Sustainable access and infrastructure improvements to Lytham Hall and Gardens, including car park improvements, drainage and infrastructure repairs	Lancashire County Council	Fylde Council	Lancashire County Council	£300k	£0	tbc	To be completed within the Plan period	See the Regeneration Strategy for Fylde for more information
	Regeneration of Fairhaven Lake and Promenade Gardens	Fylde Council	DCLG, Heritage Lottery Fun, Lancashire County Council and Sport England	DCLG, Lancashire County Council, Sport England and private investment/CIL	£5m	£0	tbc	To be completed within the Plan period	It is anticipated that these works will take place in conjunction with the improvements to the coastal defences.
	The Heritage Parks Initiative: connecting the key historic parks and gardens of Lytham and Annes	Fylde Council		CIL	tbc	£0	tbc	To be completed within the Plan period	See the Regeneration Strategy for Fylde for more information
	Delivery of Fylde Council's Parks Improvement Programme	Fylde Council	Town and Parish Councils, Lancashire County Council and the local community	CIL	£1.2m	£0	tbc	To be completed within the Plan period	

Topic	Description	Lead	Partners	Anticipated Funding Source	Estimated Cost	Available	Gap	Timeframe	Notes
Natural and semi-natural greenspace	Integrate the nature reserve, SSSI and BHS at Lytham and St Annes to create a regionally significant Nature Reserve	Fylde Council	Fylde Council, Preston City Council, Lancashire County Council, Town and Parish Council	CIL and Environment Agency	£1.6m	£0	tbc	To be completed within the Plan period	
	Community woodland creation	Lancashire County Council	Fylde Council	Lancashire County Council/CIL	tbc	£0	tbc	Ongoing	
	Enhancement of 80 hectares of remaining dune habitat on the Fylde Coast	Fylde Council	Blackpool Council, Lancashire Wildlife Trust	DEFRA / CIL	£520,000	£520,000	£0	Over five years	See the Coastal Strategy for more information
Green Infrastructure network	Coastal path creation from Starr Gate to Savick Brook	Lancashire County Council	Fylde Council	Lancashire County Council/CIL	tbc	£0	tbc	Ongoing	See the Coastal Strategy for more information
Public realm	<ul style="list-style-type: none"> ▪ Enhancing the commercial and resort core of St Annes, including the Island Sea Front Area; ▪ Protecting and enhancing the heritage of Lytham; ▪ Revitalising the commercial core of Kirkham; ▪ Enhancing town, district and local retail centres; ▪ Enhancing key routes, approaches and gateways into Kirkham, Lytham and St Annes; ▪ Provision of public art throughout Fylde Borough. 	Fylde Council		CIL	tbc	£0	tbc	To be completed within the Plan period	See the Regeneration Strategy for Fylde and the Coastal Strategy for more information



