

Plan for Fylde - Plan for the Future

**Fylde Borough Council
Schedule of Proposed
Minor Modifications**

December 2016



Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
Vision (4 th para.)	Fylde will have an energy hub, generating a cluster of energy based companies and amenities; together with an energy logistics park, close to <u>within</u> Blackpool Airport Enterprise Zone, to support energy businesses on the Fylde Coast.	Minor factual correction	MNR001
Vision (9 th para.)	To overcome existing traffic congestion and to accommodate all of the development proposed in Fylde to the year 2032, the M55 (Junction 4) to Heyhouses Link Road between Whitehills and St Annes will have been completed; <u>as would improvements on M55 Junction 4;</u>	Updated information	MNR002
Strategic Objective 3:	Additional bullet point: <u>g. Seek to resolve congestion and capacity issues on M55 Junction 4 exacerbated by development over the Local Plan period.</u>	Update to reflect include currently-pursued scheme	MNR003
Policy DLF1	Existing Land uses Development will not be permitted which would prevent or undermine the operation of existing land uses <u>outside the application site</u> , including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome.	Minor clarification	MNR004
Policy M1	r) Where proposals are likely to have a harmful impact upon the significance of a heritage asset, mitigation measures should be agreed with the Council. However, some harm cannot be mitigated, and without the public benefits, means that unless the public benefits outweigh the harm to any heritage assets <u>the site may be considered inappropriate for development.</u>	Improved text	MNR005
Policy SL2 and Appendix 2 Housing Trajectory	HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor: 351 <u>429</u>	Factual correction	MNR006
Policy SL2 and Appendix 2 Housing Trajectory	HS21 – Land to the rear of 11-63 Westgate Road, Squires Gate 70 <u>25</u>	Factual correction	MNR007
Policy SL2 and Appendix 2	HSS5 – Cropper Road West, Whitehills 442 <u>450</u>	Factual correction	MNR008

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
Housing Trajectory			
Policy SL4 and Appendix 2 Housing Trajectory	Additional site (minded to approve) <u>HS57 Dowbridge 95</u>	Update to include site minded to approve	MNR009
Policy SL5 and Appendix 2 Housing Trajectory	HSS11 – Land off Willow Drive, Wrea Green 100 <u>86</u>	Factual correction to reflect latest planning permission	MNR010
Policy SL5, Appendix 2 Housing Trajectory and Policies Map	Correction to boundary of site HS52 HS52 – Cobweb Barn, Oak Lane, Newton 29 <u>54</u>	Correction to site boundary	MNR011
Para 8.29	The need for development to respect local character is a key principle of policy GD7, which applies to all developments. Where the local environment is poor, good building design helps to enhance its identity and sense of place, as well as increasing local pride in an area. The Council is preparing a Design Guide SPD, which sets out best practice for new developments and works within conservation areas. The St. Annes Town Council prepared a comprehensive Design Guide to accompany the St. Annes on the Sea NDP. It is the Council’s intension to adapt and adopt this Design Guide as a Design Guide SPD, which will set out best practice for new developments and works within conservations areas.	Update to add reference to additional document	MNR012
Paragraph 8.25	Where a Design and Access statement fails to adequately explain and justify the proposal against local and national policy this may be used by the Council as grounds to justify refusal of the scheme.	Deletion of out-of-date practice	MNR013
Paragraph 9.7	Blackpool, Fylde and Wyre Economic Development Company, is owned by the four Fylde Coast Authorities (Blackpool, Fylde and Wyre), together with LCC, with a board of directors from the public and private sectors.	Update to reflect current position	MNR014
Paragraph 9.7	The EZ will became operational from 1st April 2016 and will continue until 2037 <u>2040</u> .	Updated information	MNR015

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
Policy EC1	Under Existing Employment Sites within the table, alongside: Blackpool Airport, Squires Gate, Blackpool Airport Corridor, under 'Appropriate Uses' make the following deletion " and A1, A2, A3, A4 and A5 ".	Wrongly included	MNR016
Policy EC1	ES6 ITSA DWP , Brunel Way, Whitehills	Correction	MNR017
Policy EC1	ES5 - Blackpool Airport Enterprise Zone (Zone A), Squires Gate	Removal of meaningless reference	MNR018
Paragraph 9.17	The boundaries of the existing business and industrial areas have been updated, along with sites that have become employment related uses since the start of the Plan period on 1 April 2011 and they are referenced in Appendix 6 and are shown on the Policies Map. A flexible approach will be taken with regard to existing employment sites such that appropriate enabling development will be supported, in order to retain employment uses on these sites. <u>The Springfield site will be subject to activities associated with the processing of materials and wastes from nuclear fuel fabrication and decommissioning of redundant facilities. These activities could fall outside the Use Classes specified in EC1</u>	To note continuation of existing position	MNR019
Paragraph 9.28	Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will be become a national focal point for the sector, help mitigate the impact of the potential job losses at the Warton Base and the wider impact this will have on the Lancashire economy.	Correction: further job losses not expected.	MNR020
Policy EC4 (a)	Fylde Council supports the sustainable development of Blackpool Airport, including working to explore the potential to develop commercial aeronautical activity and to relocate operational buildings and facilities closer to the main runway, <u>in the areas outside the green belt</u> , unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt.	For clarification	MNR021
Policy EC4 (a)	The Enterprise Zone will help improve the local economy and also increase the contribution to national growth <u>through targeting the energy industry, advanced manufacturing and engineering, food and drink manufacture and the digital and creative sector.</u>	For clarification	MNR022
Policy EC4 (b)	Alternative uses, such as retail, employment and leisure may be appropriate where it can be demonstrated that they help deliver aviation uses on this site.	Correction	MNR023

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
Policy EC4 (c)	c. Local Development Order <u>& Masterplan</u>	For clarification	MNR024
Chapter 10 and Appendix 2 Housing Trajectory	Housing requirement figure should be expressed as a net figure.	For clarification	MNR025
Paragraphs 10.16, 10.17 and Policy H1	<u>minimum of 7,891 homes</u>	To make clear consistency with Framework	MNR026
Policy H2	M4(3A) (wheelchair-accessible <u>adaptable</u> dwellings)	Correction	MNR027
Policy H3	Conversions and change of use of redundant buildings to residential use that are not covered by Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 will be looked on favourably, where the Council has identified a need for additional housing through the Fylde Coast Strategic Housing Market Assessment (SHMA) or other later evidence.	Out-of-date wording	MNR028
Policy H6	; <u>or</u> 4. Where the development would re-use redundant or disused buildings and lead to an enhancement of the immediate setting	Add criterion from Framework	MNR029
Paragraph 12.31	The Link Road scheme will improve access to and from the Strategic Road Network which has long been an issue, given that routes to Junction 3 and 4 of the M55 are slow and generally of poor quality. More recently this has been compounded by the closure of part of Wild Lane due to a structural failing of a section of road, which has led to an increase in traffic using Junction 3 via Wrea Green. The Link Road scheme will redress this situation and provide some much needed relief to a junction that is already operating under stress at peak times.	Additional explanatory text	MNR066
Paragraph 12.35	The Fylde Coast Highways and Transport Masterplan, July 2015 and the North Fylde Connectivity Study include the M55 to Fleetwood Corridor improvements, the route of which traverses land in both Fylde and Wyre.	Correction	MNR030
Paragraph 12.37	Proposals for new roads and for strategic highways improvements will need to comply with the requirements of policy GD7: Achieving Good Design in Development, policy ENV1 on landscape, and policy ENV2 on biodiversity <u>and policy ENV5 on Historic Environment.</u>	Cross-reference to other policy	MNR031

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
Paragraph 12.54	The adopted Fylde Coast Highways and Transport Masterplan, July 2015 also refers to a North Fylde Line Stations Viability Study <u>North Fylde Coast Connectivity Study</u> .	Correction	MNR032
Policy T4 I.	l) Improve and upgrade the North Fylde Railway Line and the South Fylde Railway Line, including improved service frequency on the latter; and	For clarification	MNR033
Paragraph 14.18	The Fylde landscape contains features of local <u>and heritage</u> importance, for example hedgerows which are under threat from farming practices and new development.	For completeness	MNR034
Policy ENV2	affect any sites of local importance <u>including ancient woodland or ancient and veteran trees</u> will be	To clarify that these matters are included	MNR035
Paragraph 14.35	Parks and gardens <u>including Historic Parks & Gardens; open spaces within Conservation Areas; cemeteries and burial grounds;</u>	For completeness	MNR036
Policy ENV5	(b) Preserve or enhance features (omit comma) making a positive contribution. (full stop) In particular design, massing, and height of any building (omit comma) should closely relate.....'	Grammar	MNR037
Policy ENV5	There will be a presumption in favour of the retention of buildings and / or features which make a positive contribution to the special character and appearance of a conservation area. Demolition, <u>or</u> other substantial loss or harm to the significance of a building or feature ₂ –including trees, landscapes, spaces (public or private open space) and artefacts –that make a positive contribution to the Conservation Area ₂ will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy.	Grammar	MNR038
Policy ENV5	The heading Registered Historic Parks and Gardens will be dropped down as a proper heading.	Layout	MNR039
Policy ENV5	Last paragraph under Registered Historic Parks and Gardens shall read: “Should ensure that development does not cause significant harm to the enjoyment, layout, design, quality, character, appearance or setting of that landscape, cause harm to key views from or towards these landscapes or, where appropriate, prejudice their future restoration.”	To accord with Framework	MNR040

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Policy ENV5	Fylde has a number of assets of historic interest, which whilst not statutorily protected, make an important contribution to the distinctive character of the area. These include Fairhaven Lake, Clifton Hall, Singleton Hall, Memorial Park in Kirkham, Lowther Gardens, Lytham Green, Lytham Park cemetery gardens and the Lancaster Canal. The Council recognises the importance of these assets and will therefore designate such assets through a Local List to strengthen the presumption in favour of their retention <u>conservation</u> .	On Historic England advice	MNR041
Policy ENV5	Development which would result in harm to the significance of a scheduled monument and or other nationally important archaeological site sites will not be permitted, unless it can be demonstrated that the public benefits which cannot be met in any other way of the development would clearly outweigh the harm.	Correction	MNR042
Policy ENV5	Where there is the <u>known or potential for</u> non-designated archaeology, developers will be expected to investigate the significance of the any archaeology prior to the determination of an application for the site. Where this demonstrates that the significance is equivalent to that of designated archaeology, proposals which cause harm to or loss will not be supported.	Correction	MNR043
Policy ENV5	The fourth paragraph under <u>Scheduled Monuments</u> will be amended to read: <i>“Developers need to undertake research at an appropriate early stage to establish whether or not archaeology exists or whether there is the potential for it to exist in order to inform decisions in respect of the site.”</i> Developers need to undertake research at an appropriate early stage to find out where archaeological remains are <u>establish whether or not archaeology exists or whether there is the potential for it to exist in order to inform decisions in respect of the site.</u>	Improved wording	MNR044
Glossary	Remove Glossary terms starting with “Sustainable Drainage Systems (SuDS)” to “Travelling Showpeople” from the bottom of page 195 and move to page 200 under “Sustainable Development”.	Correction of order	MNR045
Policies Map	Amend the Policies Map so that the Island Sea Front Area at St Annes includes the approach to it as per the Development Brief map shows.	Consistency	MNR046

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Appendix 6	Mythop Lodge, Mythop Road, Weeton with Preese The farm now operates as a small business park (albeit with premises presently let to a single occupier <u>currently vacant</u>) and is the only employment area north of the M55.	Updated information	MNR047
IDP Paragraph 2.4	The estimated cost of the Link Road is £16.84 million, which will be funded through <u>Section 106 contributions from the housing scheme adjacent to Queensway, St Annes, FBC capital, the LEP Local Growth Fund and Highways England's Growth and Housing Fund.</u>	Consistency	MNR048
IDP Chapter 3	Re-number paragraphs from 3.49 on page 29 to the end of the chapter.		MNR049
IDP Paragraph 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). <u>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 £13,474.53 per primary school place. BCIS All in Tender Price index is applied to the cost per place. (Education Contribution Methodology – May 2016).</u>	Update from Education Authority	MNR050
IDP Paragraph 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. <u>For secondary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seek £20,303.59 per secondary school place. BCIS All in Tender Price index would be applied to the cost</u>	Update from Education Authority	MNR051

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	<u>per place. Current bedroom yield information, based on 2012 research, is shown below.</u>		
IDP Above Table 2	Before the table after Paragraph 6.12, add 'Figures for 2016 are:'	Update from Education Authority	MNR052
IDP Paragraph 6.16	LCC only seek contributions for developments of eleven <u>ten</u> or more homes, which means that the cumulative impact of smaller sites is not taken into consideration.	Update from Education Authority	MNR053
IDP Paragraph 6.17	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 <u>709</u> secondary school places over the lifetime of the plan.	Update from Education Authority	MNR054
IDP Paragraph 6.18	Three <u>Four</u> 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.	Update from Education Authority	MNR055
IDP Paragraph 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 <u>2015/16</u> , namely: <ul style="list-style-type: none"> • 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 • <u>Heyhouses Endowed CE</u> • <u>Lytham CE</u> 	Update from Education Authority	MNR056
IDP Paragraph 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.	Update from Education Authority	MNR057
IDP Paragraph 6.23	Secondary school provision, particularly in Lytham and St Annes, is almost at capacity. With the statutory duty to provide school places for	Update from Education Authority	MNR058

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	<p>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. <u>LCC is working with Fylde Council to ensure that an appropriate site for a new secondary school is provided within the plan period.</u></p>		
<p>IDP Paragraph 6.24</p>	<p>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 <u>however they do not have the authority to provide places in Unitary Authorities within Lancashire. Therefore if there are schools on the periphery within Blackpool, the choice of one school over another would be down to parental preference.</u> 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. <u>In support of cross boundary issues the proposed development at Whyndyke Farm (site) MUS2, will deliver a new primary school and would address demand from Lancashire and Blackpool.</u></p>	<p>Update from Education Authority</p>	<p>MNR059</p>
<p>IDP Paragraph 6.26</p>	<p>Delete as repeats 6.25</p>	<p>Correction</p>	<p>MNR060</p>

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
IDP Paragraph 6.28	<p>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.</p> <p><u>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. School capacity will be constantly monitored as housing developments in the area are brought forward and contributions claimed from the developer to fund the future needs of education.</u></p>	Update from Education Authority	MNR061
IDP Paragraph 6.29	<p>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. There are also two schools at capacity as of 2015/16, namely: Newton Bluecoat CE Primary School and Kirkham and Wesham Primary School. Medlar with Wesham CE Primary School is close to capacity.</p>	Update from Education Authority	MNR062
IDP Appendix 2 Education	Under Education delete row in reference to New primary school on land at Mowbreck Lane, Wesham.	Update from Education Authority	MNR063
IDP Appendix 2 Education	Amend columns relating to Anticipated Funding Source and replace all boxes relating to Education with the following text: <u>Funding through Section 106/CIL contributions and other funding sources.</u>	Update from Education Authority	MNR064

Policy/paragraph	Proposed Minor Modification	Reasons for Change	Minor Modification Number:
IDP Appendix 2 Education	Under Education amend columns relating to Cost to read: £13,474,53 (for Primary schools) £20,303,59 (for Secondary school)	Update from Education Authority	MNR065

