



## **Fylde Local Plan**

# **CONSOLIDATED SCHEDULE OF PROPOSED MODIFICATIONS**

**To 3<sup>rd</sup> May 2017**



### **Consolidated Schedule of Proposed Modifications: as at 3<sup>rd</sup> May 2017**

The Inspector examines the Local Plan as submitted by the Council. However there are further opportunities to make changes during the Examination process, before the Local Plan is adopted. Under Section 20(7) of the Planning and Compulsory Purchase Act (2004), as revised by Section 112 of the Localism Act (2011) modifications are either classified as "main" or "additional" modifications.

“Main Modifications” are required to resolve issues in order to make the Local Plan sound (paragraph 182 of the Framework) or to ensure its legal compliance. They involve changes or insertions to policies and text that are essential to enable the Plan to be adopted. Main Modifications are therefore significant changes that have an impact on the implementation of a policy.

“Additional Modifications” are of a more minor nature and do not materially affect the policies set out in the Fylde Local Plan. Additional modifications mainly relate to points where a need has been identified to clarify the text, include updated facts, or make typographical or grammatical revisions which improve the readability of the Local Plan.

This schedule consolidates modifications proposed alongside the submission plan in document no. SD014 (the Schedule of Proposed Minor Modifications), which fall under the category of Additional Modifications, together with further Additional Modifications arising before and at the Stage 1 Hearing Sessions, and Main Modifications proposed in response to the Inspector’s letter of 11<sup>th</sup> April 2017 to the Council (document EL5.003), which remain subject to the Inspector’s approval. Included within the schedule are a number of additional sites for which planning permission has been granted since the publication of the plan.

This Schedule is not exhaustive, and updated versions will be produced at later stages in the Examination process. An updated version of the Local Plan incorporating all accepted amendments will be produced at the end of the Examination.



Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Paragraphs 1.24 to 1.28	Main	<p><b>1.24</b> Wyre Council wrote to Fylde Council in May 2016, under the Duty Cooperate, to request that Fylde Council assist Wyre Council in meeting its objectively assessed housing need. The Objectively Assessed Need (OAN) figures for the three Fylde Coast Authorities originate from the ranges set out in the original SHMA 2014 and its updates which considered revised population and household formation data. For Wyre Council this gave an <del>objectively assessed need</del> OAN of between 400 and 479 dwellings per annum from 2011 to 2031. Wyre Council considers 479 dwellings per annum to be an appropriate housing requirement figure which ties in with the economic evidence and this figure was accepted by Wyre Council on 14th April 2016.</p> <p><b>1.25</b> Wyre Council has identified that the supply of deliverable land is constrained by three main issues:</p> <ul style="list-style-type: none"> <li>• Highway capacity, in particular on the A585(T), and A6 and also at Junctions 1 and 3 on the M55</li> <li>• Flood Risk</li> <li>• Green Belt</li> </ul> <p><b>1.26</b> <del>The Wyre Council's</del> evidence base in relation to these issues <del>is</del> <u>remains incomplete and the exact extent of the their unmet need is unknown as the precise numbers of homes that will need to be delivered outside Wyre Council's administrative area has not yet been assessed.</u> It is also unclear what provision, <u>if any,</u> other neighbouring authorities will be able to make. <u>The difficulty has arisen because of timing: the production of plans has not been aligned.</u></p> <p><b>1.27</b> <del>Fylde Council are aware of this important issue, however at this stage the precise numbers of homes that will need to be delivered outside Wyre Council's administrative area has not been assessed.</del> <u>Fylde Council recognises that Wyre Council have identified difficulties in planning to meet its objectively-assessed need for housing. Any need that remains unmet following the adoption of Wyre's Local Plan will need to be addressed. Fylde Council will undertake an early review of the Fylde Local Plan (whether full or partial) to examine this issue, working with other authorities adjoining Wyre under the Duty to Co-Operate. The objective of this process would be to ensure that any unmet need is met</u></p>	Inspector's request letter of 11 <sup>th</sup> April	MM01

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
		<p><u>within the Housing Market Area and/or in other appropriate locations, where consistent with the achievement of sustainable development.</u></p> <p><del>1.28 It is crucial that Fylde's Plan is not delayed, an up to date plan must be adopted as soon as possible. However, in accordance with the Duty to Cooperate, Fylde Council is committed to continuing to work with Wyre and its other neighbours, once the evidence base relating to Wyre's constraints is complete, in order to address the above mentioned issues.</del></p>		
List of Figures/ Tables/ Maps	Additional	Remove Table 2, renumber remaining tables on this page and throughout document	See P41 below	MNR066
P17 - Map	Additional	North Yorkshire instead of West Yorkshire and West Yorkshire instead of South Yorkshire	Correction to map labelling	MNR067
Vision (4 <sup>th</sup> paragraph)	Additional	Fylde will have an energy hub, generating a cluster of energy based companies and amenities; together with an energy logistics park ( <i>remove semi colon before together with an energy logistics park</i> )	Inspector comment following Gordon Smith rep re lack of connection between vision and policy EC4	MNR068
Vision (4 <sup>th</sup> para.)	Additional	... together with an energy logistics park, <del>close to</del> <u>within</u> Blackpool Airport Enterprise Zone, to support energy businesses on the Fylde Coast.	Minor factual correction	MNR001
Vision (9 <sup>th</sup> para.)	Additional	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	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
P39 - Map	Additional	Map needs updating – Fylde-Blackpool Periphery not Blackpool Periphery as stated	For consistency with policy wording	MNR069
Policy DLF1	Main	<p><b>Policy DLF1</b> <b>Development Locations for Fylde</b></p> <p>The Local Plan will <del>deliver</del> <u>promote the delivery of sustainable development to provide a minimum of 7,768 new homes along with</u> and land will be developed</p>	To make policy effective in accordance with Inspector's comment (day 2) and Inspector's letter of 11 <sup>th</sup> April 2017	MM02

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
		<p>for a minimum of <b>60.6 Ha</b> (gross requirement) of employment use land over the plan period to 31 March 2032.</p> <p><b><u>Locations for Development</u></b>  <b>Strategic Locations for Development</b>  Four Strategic Locations for Development form the basis for the Local Plan Development Strategy. The Local Plan Development Strategy is to direct the majority of future growth to the most accessible and sustainable locations specifically centred around four Strategic Locations for Development.  The four Strategic Locations are:</p> <ul style="list-style-type: none"> <li>• <b>Lytham and St Annes;</b></li> <li>• <b>Fylde-Blackpool Periphery;</b></li> <li>• <b>Warton;</b> and</li> <li>• <b>Kirkham and Wesham.</b></li> </ul> <p>Development of the strategic Strategic sites Sites at these Strategic locations Locations are is key to ensuring that the Development Strategy is achieved.</p> <p><b><u>Non-strategic locations Locations for Development</u></b>  Non-strategic development sites (amounting to between 10 and 99 homes) are situated within the four Strategic Locations for Development. Non-strategic development sites also occur within and on the edge of the <b>Tier 1: Larger Rural Settlement</b> at <b>Newton</b> and the <b>Tier 2: Smaller Rural Settlements</b> at <b>Clifton and Elswick</b>. The Non-strategic Locations comprise the Local Service Centre of Freckleton, the Tier 1 Larger Rural Settlements and the Tier 2 Smaller Rural Settlements.</p> <p><b><u>Broad Distribution of Development</u></b>  <b>Strategic Locations</b>  Development will occur on allocated sites to provide the broad distribution of development as follows:</p>		

Policy/ paragraph	Modification type	Proposed Modification			Reasons for Change	Reference
		<u>Strategic Location</u>	<u>Minimum number of homes provided on allocated sites</u>	<u>Approximate proportion of total housing supply provided by allocated sites in these locations</u>		
		<u>Lytham and St Annes</u>	<u>1993</u>	<u>23%</u>		
		<u>Fylde-Blackpool Periphery</u>	<u>2422</u>	<u>27%</u>		
		<u>Warton</u>	<u>1330</u>	<u>15%</u>		
		<u>Kirkham and Wesham</u>	<u>1332</u>	<u>15%</u>		
		<p><b><u>Non-strategic Locations</u></b>  <u>Sites of 10 or more dwellings comprising a minimum of 787 homes (approximately 9% of all homes) will be located at Non-strategic Locations.</u></p> <p><b><u>Windfalls and small sites allowances</u></b>  <u>Windfalls and non-strategic sites will occur within the Strategic Locations for Development. An allowance should be made for non-strategic sites within the Strategic Locations for Development and within and adjacent to <b>Tier 1: Larger Rural Settlements</b> and <b>Tier 2: Smaller Rural Settlements</b>. Small housing sites (amounting to between 1 and 9 homes) are not allocated; they can occur throughout the borough where compliant with the other policies of the plan. Small sites are provided for through a windfall allowance of 40 homes per annum in years 11 to 21 of the plan. The delivery of small sites that are already committed is included within the Housing Trajectory (Appendix 2): this provides for the delivery of small sites up to year 10 of the plan. Small committed sites and windfalls yet to come will provide at least 1007 homes</u></p>				



Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
		<p><u>within the plan period (approximately 11% of the total housing supply). There may also be some larger windfall sites that will contribute to this figure.</u></p> <p><b><u>Development Sites</u></b>  <u>Strategic development sites (amounting to 100 or more homes) are set out in Policies SL1 to SL5 and in the Housing Trajectory (Appendix 2), prefixed by the letters <b>HSS</b> (for housing) or <b>MUS</b> (for mixed-use).</u>  <u>Non-strategic housing sites (amounting to between 10 and 99 homes) are set out in Policies SL1 to SL5 and in the Housing Trajectory (Appendix 2), prefixed by the letters <b>HS</b>.</u>  <u>Small housing sites (amounting to between 1 and 9 homes) are not allocated within the plan.</u></p> <p><b><u>Existing Land uses</u></b></p> <p>Development will not be permitted which would prevent or undermine the operation of existing land uses, including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome.  Development will contribute towards sustainable growth, the continuation and creation of sustainable communities, by their locations and accessibility and through the sustainable use of resources and construction materials.</p>		
Policy DLF1	Additional	<p><del><b><u>Existing Land uses</u></b>  Development will not be permitted which would prevent or undermine the operation of existing land uses outside the application site, including hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome.</del></p>	<p><del>Minor clarification  This minor amendment has been deleted as a result of Policy DLF1 being re-worded.</del></p>	<p><del>MNR004  See MM02</del></p>

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Para 6.21 page 41	Additional	<p><del><b>Broad Distribution of Development</b></del></p> <p><b>Table 2</b> shows the distribution of development planned for Fylde to the end of the plan period, in 2032, including the four Strategic Locations for Development; and development that will occur in <del><b>Tier 1: Larger Rural Settlements</b></del> and <del><b>Tier 2: Smaller Rural Settlements</b></del> is included in the Non-Strategic Locations for Development. An allowance has been made for non-allocated sites of less than 10 homes and a windfall allowance.</p> <p>The allocated sites, including those which are committed and minded to approve, are set out in Policies SL1 to SL5. The Housing Trajectory (Appendix 2) shows how the sites will be delivered over the plan period.</p>		MNR070
Table 2 page 41	Additional	Delete table	Now incorporated in Policy DLF1 (see above)	MNR071
Policy M1	Additional	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 <del>without the public benefits,</del> <u>means that unless the public benefits outweigh the harm to any heritage assets</u> the site may be considered inappropriate for development.	Improved text	MNR005
Policy SL1 and Appendix 2 Housing Trajectory	Additional	Additional site (commitment) <u>HS58 Westmoreland House, 29-31 Orchard Road, St Annes 25</u>	Update to include site with planning permission	MNR072
Policy SL1 and Appendix 2 Housing Trajectory	Additional	Additional site (commitment) <u>HS59 land to East of Sefton Road, Lytham St Annes 12</u>	Update to include site with planning permission	MNR073
Policy SL1 and Appendix 2 Housing Trajectory	Additional	Additional site (minded to approve) <u>HS60 Valentines Kennels, Wildings Lane, Lytham St Annes 53</u>	Update to include site minded to approve	MNR074

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Policy SL1 and Appendix 2 Housing Trajectory	Additional	Additional site (minded to approve): <u>HS61 Roseacre, Wildings Lane, Lytham St Annes 45</u>	Update to include site minded to approve	MNR075
Policy SL1 and Appendix 2 Housing Trajectory	Additional	Additional site (commitment): <u>HS62 Keenans Mill, Lord Street, Lytham St. Annes 26</u>	Update to include site with planning permission	MNR076
Policy SL2 and Appendix 2 Housing Trajectory	Additional	HSS4 – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor: <del>354</del> <u>429</u>	Factual correction	MNR006
Policy SL2 and Appendix 2 Housing Trajectory	Additional	HS21 – Land to the rear of 11-63 Westgate Road, Squires Gate <del>70</del> <u>25</u>	Factual correction	MNR007
Policy SL2 and Appendix 2 Housing Trajectory	Additional	HSS5 – Cropper Road West, Whitehills <del>442</del> <u>450</u>	Factual correction	MNR008
Policy SL3 and Appendix 2 Housing Trajectory	Additional	Additional site (commitment): <u>HSS12 Land North of Freckleton Bypass, Warton 375</u>	Update to include site with planning permission	MNR077

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Policy SL3 and Appendix 2 Housing Trajectory	Additional	Additional site (commitment): <u>HSS13 Clifton House Farm, Lytham Road, Warton 115</u>	Update to include site with planning permission	MNR078
Policy SL4 and Appendix 2 Housing Trajectory	Additional	Additional site (minded to approve): <u>HS57 Brook Farm Dowbridge 170</u>	Update to include site with planning permission	MNR009 with further amendme nts
Policy SL4 and Appendix 2 Housing Trajectory	Additional	Additional site (minded to approve) <u>HS63 Campbells Caravans, Blackpool Road, Kirkham 30</u>	Update to include site minded to approve	MNR079
Policy SL5 and Appendix 2 Housing Trajectory	Additional	HSS11 – Land off Willow Drive, Wrea Green <del>100</del> <u>86</u>	Factual correction to reflect latest planning permission	MNR010
Policy SL5, Appendix 2 Housing Trajectory and Policies Map	Additional	Correction to boundary of site HS52 HS52 – Cobweb Barn, Oak Lane, Newton <del>29</del> <u>54</u>	Correction to site boundary	MNR011
Policy SL5 and Appendix 2 Housing Trajectory	Additional	Additional site (minded to approve): <u>HS64 Land West of Church Road, Weeton 25</u>	Update to include site minded to approve	MNR080

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Paragraph 8.29	Additional	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. <del>The Council is preparing a Design Guide SPD, which sets out best practice for new developments and works within conservation areas.</del> <u>The St. Annes Town Council prepared a comprehensive Design Guide to accompany the St. Annes on the Sea NDP. It is the Council's intention 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.</u>	Update to add reference to additional document	MNR012
Paragraph 8.25	Additional	<del>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.</del>	Deletion of out-of-date practice	MNR013
Paragraph 9.7	Additional	Blackpool, Fylde and Wyre Economic Development Company, is owned by the <u>three</u> Fylde Coast Authorities (Blackpool, Fylde and Wyre), <del>together with LCC,</del> with a board of directors from the public and private sectors.	Update to reflect current position	MNR014
Paragraph 9.7	Additional	The EZ <del>will</del> became operational from 1st April 2016 and will continue until <del>2037</del> <u>2040</u> .	Updated information	MNR015
Paragraph 9.12	Additional	Consequently, this results in <del>a net an</del> <u>adjusted</u> requirement of employment land in Fylde, up to 2032, of 62.0 Ha as summarized in table 3 below.	For clarification as recommended by Inspector, day 2	MNR081
Policy EC1	Additional	Under Existing Employment Sites within the table, alongside: Blackpool Airport, Squires Gate, Blackpool Airport Corridor, under 'Appropriate Uses' make the following deletion " <del>and A1, A2, A3, A4 and A5</del> ".	Wrongly included	MNR016
Policy EC1	Additional	<del>ES6 ITSA DWP,</del> Brunel Way, Whitehills	Correction	MNR017
Policy EC1	Additional	ES5 - Blackpool Airport Enterprise Zone <del>(Zone A),</del> Squires Gate	Removal of meaningless reference	MNR018

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Paragraph 9.17	Additional	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 Westinghouse Springfield, Salwick 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	Additional	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, <del>help mitigate the impact of the potential job losses at the Warton Base and the wider impact this will have on the Lancashire economy.</del>	Correction: further job losses not expected.	MNR020
Policy EC4 (a)	Additional	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)	Additional	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)	Additional	Alternative uses, such as retail, <del>employment</del> and leisure may be appropriate where it can be demonstrated that they help deliver aviation uses on this site.	Correction	MNR023
Policy EC4 (c)	Additional	c. Local Development Order <u>&amp; Masterplan</u>	For clarification	MNR024

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Chapter 10 and Appendix 2 Housing Trajectory	Additional	Housing requirement figure should be expressed as a net figure.	For clarification	MNR025
Paragraphs 10.16, 10.17 and Policy H1	Additional	<u>minimum of 7,891 homes</u>	To make clear consistency with Framework	MNR026
Policy H2	Additional	M4(3A) (wheelchair-accessible <u>adaptable</u> dwellings)	Correction	MNR027
Policy H3	Additional	<del>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.</del>	Out-of-date wording	MNR028
Policy H6	Additional	<del>;</del> <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
Policy H7	Additional	a. The replacement or extended home is increased in size by <del>a maximum of no more than 33% calculated in relation to the ground floor area of the original home. (This calculation will exclude any outbuildings and integral garages/workshops); and</del>  b. The appearance of <del>the a replacement or extended</del> home respects the character of the <del>original building and surrounding rural area and the appearance of an extended home respects the character of the original building and the surrounding rural area.</del> <u>with regard to scale, design and use of materials.</u>	To make the policy more straightforward to apply.	MNR082
Paragraph 12.35	Additional	The Fylde Coast Highways and Transport Masterplan, July 2015 <del>and the North Fylde Connectivity Study</del> includes the M55 to Fleetwood Corridor improvements, the route of which traverses land in both Fylde and Wyre.	Correction	MNR030

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Paragraph 12.37	Additional	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, <del>and</del> policy ENV2 on biodiversity <u>and policy ENV5 on Historic Environment.</u>	Cross-reference to other policy	MNR031
Paragraph 12.54	Additional	The adopted Fylde Coast Highways and Transport Masterplan, July 2015 also refers to a <del>North Fylde Line Stations Viability Study</del> <u>North Fylde Coast Connectivity Study.</u>	Correction	MNR032
Policy T4 l.	Additional	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	Additional	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	Additional	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	Additional	Parks and gardens <u>including Historic Parks &amp; Gardens; open spaces within Conservation Areas; cemeteries and burial grounds;</u>	For completeness	MNR036
Policy ENV5	Additional	(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	Additional	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, <del>–</del> including trees, landscapes, spaces (public or private open space) and artefacts <del>–</del> that make a positive contribution to the Conservation Area, 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	Additional	The heading <b>Registered Historic Parks and Gardens</b> will be dropped down as a proper heading.	Layout	MNR039



Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Policy ENV5	Additional	Last paragraph under <b>Registered Historic Parks and Gardens</b> shall read: “Should ensure that development does not cause <del>significant</del> 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; <del>where appropriate,</del> prejudice their future restoration.”	To accord with Framework	MNR040
Policy ENV5	Additional	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 <del>retention</del> <u>conservation</u> .	On Historic England advice	MNR041
Policy ENV5	Additional	Development which would result in harm to the significance of a scheduled monument <del>and or other</del> nationally important archaeological <del>site sites</del> will not be permitted; unless it can be demonstrated that the public benefits <u>which cannot be met in any other way of the development</u> would clearly outweigh the harm.	Correction	MNR042
Policy ENV5	Additional	Where there is <del>the</del> <u>known or</u> potential <del>for</del> non-designated archaeology, developers will be expected to investigate the significance of <del>the any</del> 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	Additional	The fourth paragraph under <u>Scheduled Monuments</u> will be amended to read: “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.”  Developers need to undertake research at an appropriate early stage to <del>find out where archaeological remains are</del> <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	Additional	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

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
Policies Map	Additional	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
Appendix 6	Additional	Mythop Lodge, Mythop Road, Weeton with Preese The farm now operates as a small business park (albeit <del>with premises presently let to a single occupier currently vacant</del> ) and is the only employment area north of the M55.	Updated information	MNR047
IDP Paragraph 2.4	Additional	The estimated cost of the Link Road is £16.84 million, which will be funded through Highways England's Growth and Housing Fund <u>and by Section 106 contributions from the housing scheme adjacent Queensway, St Annes.</u>	Consistency	MNR048
IDP Chapter 3	Additional	Re-number paragraphs from 3.49 on page 29 to the end of the chapter.		MNR049
IDP Paragraph 6.11	Additional	<del>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).</del> <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	Additional	<del>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.</del> <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 per place. Current bedroom yield information, based on 2012 research, is shown below.</u>	Update from Education Authority	MNR051

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
IDP Above Table 2	Additional	Before the table after Paragraph 6.12, add 'Figures for 2016 are:'	Update from Education Authority	MNR052
IDP Paragraph 6.16	Additional	LCC only seek contributions for developments of <del>eleven</del> <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	Additional	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 <del>787</del> <u>709</u> secondary school places over the lifetime of the plan.	Update from Education Authority	MNR054
IDP Paragraph 6.18	Additional	<del>Three</del> <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	Additional	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 <del>2014/15</del> <u>2015/16</u> , namely: <ul style="list-style-type: none"> <li>• Clifton Primary School</li> <li>• Ansdell Primary School</li> <li>• Star of the Sea Primary School</li> <li>• St Peter's Catholic Primary School</li> <li>• St Annes on Sea St Thomas' Park Primary School</li> <li>• Lytham Hall Park Primary School</li> <li>• <u>Heyhouses Endowed CE</u></li> <li>• <u>Lytham CE</u></li> </ul>	Update from Education Authority	MNR056
IDP Paragraph 6.21	Additional	LCC has projected there will be an overall shortfall of primary school places within the next five years <del>from January 2013</del> , 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

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
IDP Paragraph 6.23	Additional	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. <del>LCC is working with Fylde Council to ensure that sufficient secondary school places are provided throughout the plan period.</del> <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>	Update from Education Authority	MNR058
IDP Paragraph 6.24	Additional	<del>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 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.</del> 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>	Update from Education Authority	MNR059
IDP Paragraph 6.26	Additional	Delete as repeats 6.25	Correction	MNR060

Policy/ paragraph	Modification type	Proposed Modification	Reasons for Change	Reference
IDP Paragraph 6.28	Additional	<del>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.</del> <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>	Update from Education Authority	MNR061
IDP Paragraph 6.29	Additional	<del>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.</del>	Update from Education Authority	MNR062
IDP Appendix 2 Education	Additional	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	Additional	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
IDP Appendix 2 Education	Additional	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



