

Fylde Council Local Plan to 2032

FYLDE BOROUGH COUNCIL STATEMENT

MATTER 9

COMMUNITY FACILITIES, INFRASTRUCTURE AND TRANSPORT

Stage 2 Hearing Sessions

June 2017



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Matter 9 – Community Facilities, Infrastructure and Transport

Issue – Does the Plan set out a positively prepared strategy for community facilities, infrastructure and transport provision to meet the Plan’s development strategy and is this justified, effective and consistent with national policy?

Policy HW2 – Community Facilities

76. Reference is made in paragraphs 11.26 and 11.28 to the need for an additional secondary school and burial and crematoria facilities within the timescale of the Plan period. What are the timescales for delivery of these facilities and has consideration been given to potential site locations? Should these requirements be set out in policy?

76.1 The Council and Lancashire County Council (LCC) (the Education Authority) meet regularly through the Fylde Education Liaison Group, under the Duty to Cooperate. The Council provide LCC with regular updates on commitments and completions which enables them to accurately forecast the need for school places. The meetings enable detailed discussions with respect to local issues, minutes are taken and actions agreed.

76.2 Lancashire County Council have provided the text in the following paragraphs to explain the current position in relation to this question:

76.3 *“Lancashire County Council School Planning Team have held conversations with Fylde Borough Council regarding a secondary school site within the District throughout the development of the Local Plan.*

76.4 *“Because no one development is likely to be of a scale to produce sufficient secondary yield for a new secondary school, there is a need for Fylde Borough Council to take a strategic decision on the provision of an additional secondary school site which will be required over the timescale of this plan. We have been party to initial discussions in connection with the identification of a secondary school site in Warton and welcome the opportunity to take these discussions forward.*

76.5 *“The strategy for school places and schools' capital investment sets out how we intend to review the educational provision in Lancashire to ensure the right number of school places are in the right areas at the right time to meet demand. All reviews must follow a statutory review process. A draft school place provision strategy 2017/18 to 2019/20 has recently been consulted on, which will replace the existing strategy for the provision of school places and schools' capital investment later in the year.*

76.6 *“The need for the secondary school site is dependent on the outcome of relevant discussions with the local secondary schools and the ultimate scale of development within Fylde. Discussions with the schools are currently ongoing and the potential for expansion should be established during the coming year. Due diligence calls for a suitable secondary site to be identified pending the outcome of these discussions and any relevant statutory consultation required and pending Fylde’s ability to finalise its expected housing delivery plans.*

76.7 *“Dialogue with Fylde Borough Council is ongoing.”*

76.8 Therefore as there is still some uncertainty from the Education Authority in regards to the actual need for a school, the Council could not be sure of its deliverability, especially with no mechanism from LCC to deliver it. As a consequence, it has been difficult to accurately and effectively plan for the need of a secondary school with the uncertainty of deliverability, therefore the Plan does not make a specific allocation within the Plan, but rather makes reference to it.

76.9 With respect to the need for additional burial and crematoria facilities, no timescales have as yet been identified. However, the Council’s Technical Services team are currently working on plans to build a new loop road, drainage, and concrete slabs for headstone plinths, to the area behind the main Chapel and Offices. This land is already part of the existing site and is currently undeveloped. The expected completion date for this work is 12 months, following the recruitment of more staff. It is considered that this work will then meet the expected future shortfalls.

76.10 In addition, the Council’s Cemetery and Crematorium department have been in discussions with local land owners in the procurement of land adjacent to the existing crematorium further future use.

Policies INF1 and INF2 – Service Accessibility and Infrastructure and Developer Contributions

77. Are the provisions set out in Policies INF1 and INF2 justified and consistent with national policy?

77.1 The Council considers the provisions set out in policies INF1 and INF2 to be the most appropriate strategy to deliver the requirements of the Infrastructure Delivery Plan contingent upon the adoption of an appropriate Community Infrastructure Levy and Standard Charging Schedule.

78. Is Policy INF2 sufficiently clear about the level and type of contributions that will be sought?

78.1 Policy INF2 provides a flexible approach to the mitigation of the impacts on infrastructure, services and the environment from development. It makes clear that the Council will make use of

planning obligations and at the appropriate time in the future will adopt a Community Infrastructure Levy and Standard Charging Schedule. Policy INF2 makes clear the types of infrastructure that developments may be required to provide contributions towards. The level of contribution would be appropriate to the scale of the proposed development and subject to viability considerations.

Policy T1 – Strategic Highway Improvements

79. Is the safeguarding of the ‘Blue Route’ M55 Fleetwood Corridor Improvements under Policy T1 justified?

79.1 At present the Fylde Coast Highways & Transport Masterplan (2015) (ED084) includes the following text;

‘...we do not propose to rescind protection on the alignment of the M55 to Norcross Link until the full impact of changes to the highways network both along the A585(T) and around Preston have been reviewed.

We will therefore undertake a specific North Fylde Coast Connectivity Study. The work will gather together the findings of our existing traffic modelling work and also the work being done by Highways England...

...Only when the study has been completed will a final decision on the ‘Blue Route’ be taken. However, the County Council’s position remains that the route will be difficult to fund and that we must urgently seek more readily deliverable alternatives if possible.’

Accordingly the Council considers the safeguarding of the ‘Blue Route’ to be justified whilst the issue of north-south connectivity in the Fylde Peninsula remains otherwise unresolved. The Blue Route remains the only safeguarded route, which makes it more deliverable than any other comprehensive alternative, in the event that funding streams become available. The safeguarding of the Blue Route remains in line with the current policy of the Highway Authority.