



Fylde Local Plan

SCHEDULE OF PROPOSED ADDITIONAL MODIFICATIONS

To 5th December 2017

Schedule of Proposed Additional Modifications: as at 5th December 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 and Stage 2 Hearing Sessions, and others arising subsequently. Main Modifications are listed in a separate schedule. A separate Schedule of Proposed Modifications to the Policies Map details changes that are made to the Policies Map, some of which reflect modifications made in the other two schedules.

This Schedule remains subject to subsequent change until the publication of the Inspector’s report at the end of 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	Proposed Modification	Reasons for Change	Reference
Throughout document	Standardise use of term “Strategic Locations for Development”	Consistency	
Contents	Chapter 5: National Policy Policy NP1: Presumption in favour of sustainable development Renummer all subsequent chapters	To reflect changes made in Made Modifications to those parts of the plan	
Contents	Policy SL3: Warton Strategic Location for Development <u>Development</u>	Spelling	
List of Figures/ Tables/ Maps	Remove Table 2, renumber remaining tables on this page and throughout document	To reflect changes made in Made Modifications to those parts of the plan	
P17 - Map	North Yorkshire instead of West Yorkshire and West Yorkshire instead of South Yorkshire	Correction to map labelling	
Vision (4 th paragraph)	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	
Vision (4 th para.)	... 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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
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 include currently-pursued scheme	
P39 - Map	Map needs updating – Fylde-Blackpool Periphery not Blackpool Periphery as stated	For consistency with policy wording	
Policy DLF1	Existing Land uses 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.	Minor clarification This minor amendment has been deleted as a result of Policy DLF1 being re-worded.	
Policy M1	Criterion d correct spelling of “included” and ”designed”	Spelling	
Policy GD5	... Westinghouse r Springfields in Salwick...	Spelling	
Paragraph 8.14	The Council encourages such proposals, subject to the provisions of policy GD4 <u>GD5</u> and other relevant policies in the Local Plan.	Correction	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Paragraph 8.29	<p>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. <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 Conservation Areas.</u></p>	Update to add reference to additional document	
Paragraph 8.25	<p>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.</p>	Deletion of out-of-date practice	
Policy GD8	<p>b) the land / premises is / are no longer suitable for the existing use when taking into account access / highway issues (including public transport), site location, business practices, infrastructure, physical constraints, environmental considerations and amenity issues. The compatibility of the existing use with adjacent uses may also be a consideration; or marketing of the land / property indicates that there is no demand for the land / property in its existing use;</p> <p>c) marketing of the land / property indicates that there is no demand for the land / property in its existing use.</p>	Deletion of text that is duplicated from bullet c)	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Paragraph 9.7	Blackpool, Fylde and Wyre Economic Development Company, is owned by the four ^{three} Fylde Coast Authorities (Blackpool, Fylde and Wyre), together with LCC, with a board of directors from the public and private sectors. The development of a diverse Fylde Coast Energy Sector has been identified by the EDC as one of its six key priority areas. The application for EZ status at Blackpool Airport was co-ordinated by the EDC. The EZ will became operational from 1st April 2016 and will continue until 2037 ²⁰⁴⁰ . The Blackpool Airport Enterprise Zone will become a centre of excellence for the energy sector. There are plans for <u>Central to this is a new Energy HQ, a dedicated new training facility to be developed by Blackpool and Fylde College. It is <u>has been</u> backed by a £6.2 million Growth Deal funding, and aims to provide job-ready students in engineering and advanced technology. <u>Planning permission has been granted for the erection of a</u> two storey college building <u>has been completed and occupied</u> at the site of the former airport terminal building. <u>Courses commence in September 2017.</u> This development will support energy businesses on the Fylde Coast.</u>	Factual updates	
Paragraph 9.12	Consequently, this results in a net ^{an adjusted} 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	
Table 3	Bottom row: Net Adjusted business and industrial land requirement 60.6 - (3.0 + 2.0 + 8.9) + 15.3	For clarification as recommended by Inspector, day 2	
Policy EC1	ES6 ITSA <u>DWP</u> , Brunel Way, Whitehills	Correction	
Policy EC1	ES5 - Blackpool Airport Enterprise Zone (Zone A), Squires Gate	Removal of meaningless reference	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
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 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	
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.	
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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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. (Employment use is already provided for as the principal use promoted in the policy)	
Policy EC4 (c)	c. Local Development Order <u>& Masterplan</u>	For clarification	
Policy EC5	Paragraph below c. Local Centres, also in Primary Shopping Frontages and Secondary Shopping Frontages: ...as defined on the back of the Policies Map <u>and Inset Maps</u>	To ensure plan accurately refers to contents of maps, for ease of reference	
Policy EC5	Mis-spelling of Whyndyke (paragraph below d.)	Correction	
Policy H2	M4(3A) (wheelchair-accessible <u>adaptable</u> dwellings)	Correction	
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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Paragraph 10.64	The current government proposal is that starter homes will fall within the definition of affordable housing. The Planning and Housing Act, 2016 has introduced a general duty for councils to promote the supply of starter homes. Regulations will impose a starter homes requirement, whereby a planning authority can only grant planning permission for residential development if the requirement is met. Starter homes are defined as a new dwelling, available for qualifying (generally under age 40) first-time buyers only, to be sold at a discount of 20% to the market price.	To reflect up-to-date legislative position	
Paragraph 11.27	There is a lack of reliable, high speed electronic communication in parts of the Borough. LCC is leading on the Lancashire Superfast Broadband Project which aims to bring improved broadband speeds to businesses and communities in Lancashire, including Fylde, by the end of 2015. This will help to stimulate and increase business productivity, aid home working opportunities and attract investment into Lancashire. Again, further information is set out in the IDP.	Update and consistency	
Paragraph 11.33	Any proposal affecting an outdoor sports facility will be judged in relation to the new most up-to-date <u>Playing Pitch Strategy, issued in 2016</u> produced by the Council.	To avoid text becoming out-of-date	
Paragraph 11.35	In terms of the development of appropriate facilities, this will be determined through evidence from the Playing Pitch Strategy process, and other work with the community and sports bodies, to determine a particular club or community's needs. The Council is expected to introduce a CIL and the balance between what monies are collected from Section 106 Agreements and CIL will be part of this process. The level of contributions will be determined through the S106 and CIL setting agenda. The Council will publish <u>has published</u> a list of investments in existing facilities in the IDP <u>Infrastructure Delivery Schedule</u> , which comprises Appendix 2 to the IDP.	Clarify and update text	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Paragraph 12.3	The Council is preparing <u>has prepared</u> an Infrastructure Delivery Plan (IDP) , which will identify <u>identifies</u> the infrastructure required to deliver the Local Plan and how it will be delivered. In doing this, it will identify <u>identifies</u> obstacles to the delivery of the Local Plan and how these will be overcome. The IDP will also identify <u>identifies</u> gaps in funding, and will therefore inform <u>informs</u> the CIL, which is a levy the Council will use to charge on new developments. More information on CIL is set out in policy INF2 .	To give text an up-to-date sense	
Paragraph 12.6	There is a shortage of both primary and secondary school places in Fylde. The priority at present is delivering primary school places. Secondary school provision is almost at capacity. LCC has identified a <u>likely</u> need for a new secondary school in the Borough within the Plan period, which runs up to 31 March 2032. LCC is working with Fylde Council to ensure that an appropriate site for a new secondary school is identified and provided .	Consistency	
Paragraph 12.9	To ensure Fylde's infrastructure capacity is maximised, development <u>of Strategic Sites within the Strategic Locations for Development</u> should be masterplanned in accordance with policy M1 <u>(where there is not full planning permission for the whole Strategic Site)</u> , and <u>Developments should be</u> located where there is existing infrastructure capacity, wherever possible.	Consistency with requirements of Policy M1	
Policy INF1	The Council will support the delivery of <u>high-speed fibre</u> broadband in line with the Lancashire Broadband Plan through the Lancashire Superfast Broadband project and communications technology to all parts of the Borough and will encourage and facilitate its use in line with national policy.	Update and consistency	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Paragraph 12.34	Fylde Council supports these proposals and will work with LCC to ensure these major schemes facilitate improvements to the road network. The proposed timetable suggests that the East-West Link Road through the new housing development in north-west Preston, will open by Spring 2017. Work will begin in 2017 on the Preston Western Distributor Road and the Cottam Link Road and both roads will open in 2019 2022 . The Preston, South Ribble and Lancashire City Deal is key to the delivery of the Preston Western Distributor Road.	Factual updates	
Paragraph 12.35	The Fylde Coast Highways and Transport Masterplan, July 2015 and the North Fylde Connectivity Study includes the M55 to Fleetwood Corridor improvements, the route of which traverses land in both Fylde and Wyre.	Correction	
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 and policy ENV5 on Historic Environment.	Cross-reference to other policy	
Paragraph 12.42	Certain civil aerodromes including Blackpool Airport are officially safeguarded through Circular 1/2003 – ‘Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas’. This is necessary to ensure that their operation and development are not inhibited by buildings, structures, erections or works which would infringe on protected surfaces, obscure runway approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunication systems; by lighting which has the potential to distract pilots; or by developments which have the potential to increase the number of birds or the bird hazard risk. The maps showing the safeguarded areas that are certified by the Civil Aviation Authority.	To ensure the sentence reads correctly	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
Policy T4 I.	l) Improve and upgrade the North Fylde Railway Line and the South Fylde Railway Line, <u>including improved service frequency on the latter</u> ; and	For clarification	
Paragraph 14.6	The Council intends to prepare a Valued Landscapes SPD in 2017 , to accompany policy ENV1 .	To correct out-of-date timing	
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	
Policy ENV2	<p>a) The hierarchy of nature conservation sites</p> <p>The Council is committed to ensuring the protection and enhancement of Fylde’s biodiversity and geological assets and interests. In order to do this, the Council will have regard to the following hierarchy of nature conservation sites when making planning decisions, according to their designation:</p> <p>i) International Ramsar Sites</p> <ul style="list-style-type: none"> Special Areas of Conservation (SAC) Special Protection Areas (SPA) Candidate SACs or SPAs <p>The strongest possible protection will be given to sites of international importance, predominantly the Ribble and Alt Estuaries SPA / Ramsar site.</p> <p>ii) National Nature Reserves (NNR)</p>		

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
	<p>Sites of Special Scientific Interest (SSSI)</p> <p>Marine Conservation Zones (MCZ)</p> <p>iii) Local Geodiversity Sites</p> <p>County Biological Heritage Sites</p> <p>Local Nature Conservation Sites</p> <p>Local Nature Reserves</p> <p>Development that would directly or indirectly affect any sites of local importance <u>including ancient woodland or ancient and veteran trees</u> will be permitted only where it is necessary to meet an overriding local public need or where it is in relation to the purposes of the nature conservation site.</p>	<p>To clarify that these matters are included</p>	
<p>Paragraph 14.35</p>	<p>Open space (the Green Infrastructure network) should be taken to mean all open space of public value, including, but not limited to:</p>	<p>To clarify the distinction from open space as referred to within Policy ENV3</p>	
<p>Policy ENV4</p>	<p>Provision of New Open Space (<u>Part of</u> the Green Infrastructure network)</p> <p>Financial contributions will be sought through the Community Infrastructure Levy to assist schemes for other safe green open space (the Green Infrastructure network) where there is an identified need, including the provision of allotments, trees and woodland.</p>	<p>Consistency</p>	
<p>Policy ENV5</p>	<p>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, - including trees, landscapes, spaces (public or private open space) and artefacts –that make a positive contribution to the Conservation Area, will only be permitted where this harm is</p>	<p>Grammar</p>	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
	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.		
Policy ENV5	(b) Preserve or enhance features (omit comma) making a positive contribution. (full stop) In particular design, massing, and height of any building should closely relate.....’	Grammar	
Policy ENV5	The heading Registered Historic Parks and Gardens will be dropped down as a proper heading.	Layout	
Policy ENV5	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	
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	
Policy ENV5	Development which would result in harm to the significance of a scheduled monument <u>and or other</u> nationally important archaeological <u>site sites</u> 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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Policy ENV5	Where there is the known or potential for 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	
Policy ENV5	Amend fourth paragraph under <u>Scheduled Monuments</u> to read: 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	
Glossary	<p>LAP Local Area for Play (and informal recreation), aimed at very young children. Minimum size 0.01ha, minimum dimensions 10 x 10 metres, minimum activity zone of 100 square metres, minimum separation distance between activity zone and boundary of dwellings 5 metres.</p> <p>LEAP Local Equipped Area for Play (and informal recreation), aimed at children who can go out to play independently. Minimum size 0.04ha, minimum dimensions 20 x 20 metres, minimum activity zone of 400 square metres, minimum separation distance between activity zone and the habitable room facade of dwellings 20 metres.</p>	To clarify the meanings of LAPs and LEAPs, to assist applicants in understanding the policy. The specifications are taken from the Fields in Trust (formerly National Playing Fields Association) Guidance for Outdoor Sport and Play.	
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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
Appendix 8 Monitoring Framework	<p>Monitoring</p> <p>(final paragraph):</p> <p>The indicators aim to monitor the performance of the key policies, rather than measure (remove gap) wider outcomes <u>outcomes</u>. The nineteen performance monitoring indicators have reliable...</p>	Spelling and spacing	
Appendix 6	<p>Additional site (omission):</p> <p><u>Queensway Industrial Estate, Snowdon Road, St Annes</u></p> <p><u>Although the estate is generally of low quality, it is a useful source of budget accommodation to local bad neighbour occupiers. This includes waste disposal services. The estate is almost fully occupied and most land and property is well used.</u></p> <p><u>There is a 3.8ha greenfield expansion site to the east which could be connected to the existing industrial estate via Snowdon Road or Scarfell Road, expansion options elsewhere are constrained by adjacent uses (housing and Blackpool Airport). The industrial estate should therefore be retained and protected as an established local employment area. The lack of alternative infill/expansion options suggest that the allocated expansion site should be retained for employment uses.</u></p>	Omitted in error	
Appendix 6	<p>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.</p>	Updated information	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
IDP Paragraph 2.4	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	
IDP Chapter 3	Re-number paragraphs from 3.49 on page 29 to the end of the chapter.		
IDP Paragraph 6.11	<p>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).</p> <p><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></p>	Update from Education Authority	
IDP Paragraph 6.12	<p>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.</p> <p><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></p>	Update from Education Authority	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
IDP Above Table 2	Before the table after Paragraph 6.12, add 'Figures for 2016 are:'	Update from Education Authority	
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	
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	
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	
IDP Paragraph 6.20	<p>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:</p> <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	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
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 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>	Update from Education Authority	
IDP Paragraph 6.24	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>	Update from Education Authority	
IDP Paragraph 6.26	Delete as repeats 6.25	Correction	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
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	
IDP Appendix 2 Education	Under Education delete row in reference to New primary school on land at Mowbreck Lane, Wesham.	Update from Education Authority	

Policy/ paragraph	Proposed Modification	Reasons for Change	Reference
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	
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	

